Rural Transit Achievements: Assessing the Outcomes of Increased Funding for Rural Passenger Services under SAFETEA-LU

DETAILS

0 pages | null | PAPERBACK

ISBN 978-0-309-42981-8 | DOI 10.17226/23004

AUTHORS

ACKNOWLEDGMENT

This work was sponsored by the Federal Transit Administration (FTA) in cooperation with the Transit Development Corporation. It was conducted through the Transit Cooperative Research Program (TCRP), which is administered by the Transportation Research Board (TRB) of the National Academies.

THE NATIONAL ACADEMIES

Advisers to the Nation on Science, Engineering, and Medicine

The **National Academy of Sciences** is a private, nonprofit, self-perpetuating society of distinguished scholars engaged in scientific and engineering research, dedicated to the furtherance of science and technology and to their use for the general welfare. On the authority of the charter granted to it by the Congress in 1863, the Academy has a mandate that requires it to advise the federal government on scientific and technical matters. Dr. Ralph J. Cicerone is president of the National Academy of Sciences.

The **National Academy of Engineering** was established in 1964, under the charter of the National Academy of Sciences, as a parallel organization of outstanding engineers. It is autonomous in its administration and in the selection of its members, sharing with the National Academy of Sciences the responsibility for advising the federal government. The National Academy of Engineering also sponsors engineering programs aimed at meeting national needs, encourages education and research, and recognizes the superior achievements of engineers. Dr. Charles M. Vest is president of the National Academy of Engineering.

The **Institute of Medicine** was established in 1970 by the National Academy of Sciences to secure the services of eminent members of appropriate professions in the examination of policy matters pertaining to the health of the public. The Institute acts under the responsibility given to the National Academy of Sciences by its congressional charter to be an adviser to the federal government and, on its own initiative, to identify issues of medical care, research, and education. Dr. Harvey V. Fineberg is president of the Institute of Medicine.

The **National Research Council** was organized by the National Academy of Sciences in 1916 to associate the broad community of science and technology with the Academy's purposes of furthering knowledge and advising the federal government. Functioning in accordance with general policies determined by the Academy, the Council has become the principal operating agency of both the National Academy of Sciences and the National Academy of Engineering in providing services to the government, the public, and the scientific and engineering communities. The Council is administered jointly by both the Academies and the Institute of Medicine. Dr. Ralph J. Cicerone and Dr. Charles M. Vest are chair and vice chair, respectively, of the National Research Council.

The **Transportation Research Board** is one of six major divisions of the National Research Council. The mission of the Transportation Research Board is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal. The Board's varied activities annually engage about 7,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation. **www.TRB.org**

www.national-academies.org

CONTENTS

INTRODUCTION 1

PROJECT OBJECTIVES.....4

HOW FUNDING FOR RURAL PASSENGER TRANSPORTATION HAS GROWN WITH SAFETEA-LU.....5

EFFECT OF INCREASED FUNDING ON RURAL PUBLIC AND INTERCITY BUS.....22

IMPACT ON LOCAL COMMUNITIES 35

BARRIERS TO DEVELOPMENT OF NEW OR EXPANDED SERVICES 53

Appendix A: Survey Form
Appendix B: Potential State Information Sources Indicative of SAFETEA-LU Funded Activities in Support of Increased Rural Transit Services
Appendix C: Obligation for State Programs (2004-2007)
Appendix D: JARC/NF Designated Recipients for Urbanized Areas with Populations of 50,000 to 199,000 and for Non-urbanized Areas
Appendix E: 2008 Examples

INTRODUCTION

SAFETEA-LU, since its authorization in August 2005, has provided a significant level of new funding for the Federal Transit Administration (FTA) funded programs serving rural areas, including:

- Funding levels were increased for Section 5311 and Section 5310 (the Section 5310 program serves both urban and rural areas),[1]
- The Job Access Reverse Commute (JARC) program was formularized and its funding level increased, and
- Three new formula programs were created and funded (New Freedom, Indian Tribal Transportation, and Transit in the Parks).

Figure 1 highlights the increases in funding levels for federal transit programs that serve rural areas. The growing level of total federal funds is the direct result of additional available funds made available by FTA within each program, coupled with new programs established through federal legislation. It is clear that with SAFETEA-LU, an infusion of new funds were channeled to the transit industry.

As the FTA, Congress, and other stakeholders prepare for the next funding reauthorization cycle, they are interested in understanding what this new funding has achieved. The new programs created under SAFETEA-LU which fund rural transit are:

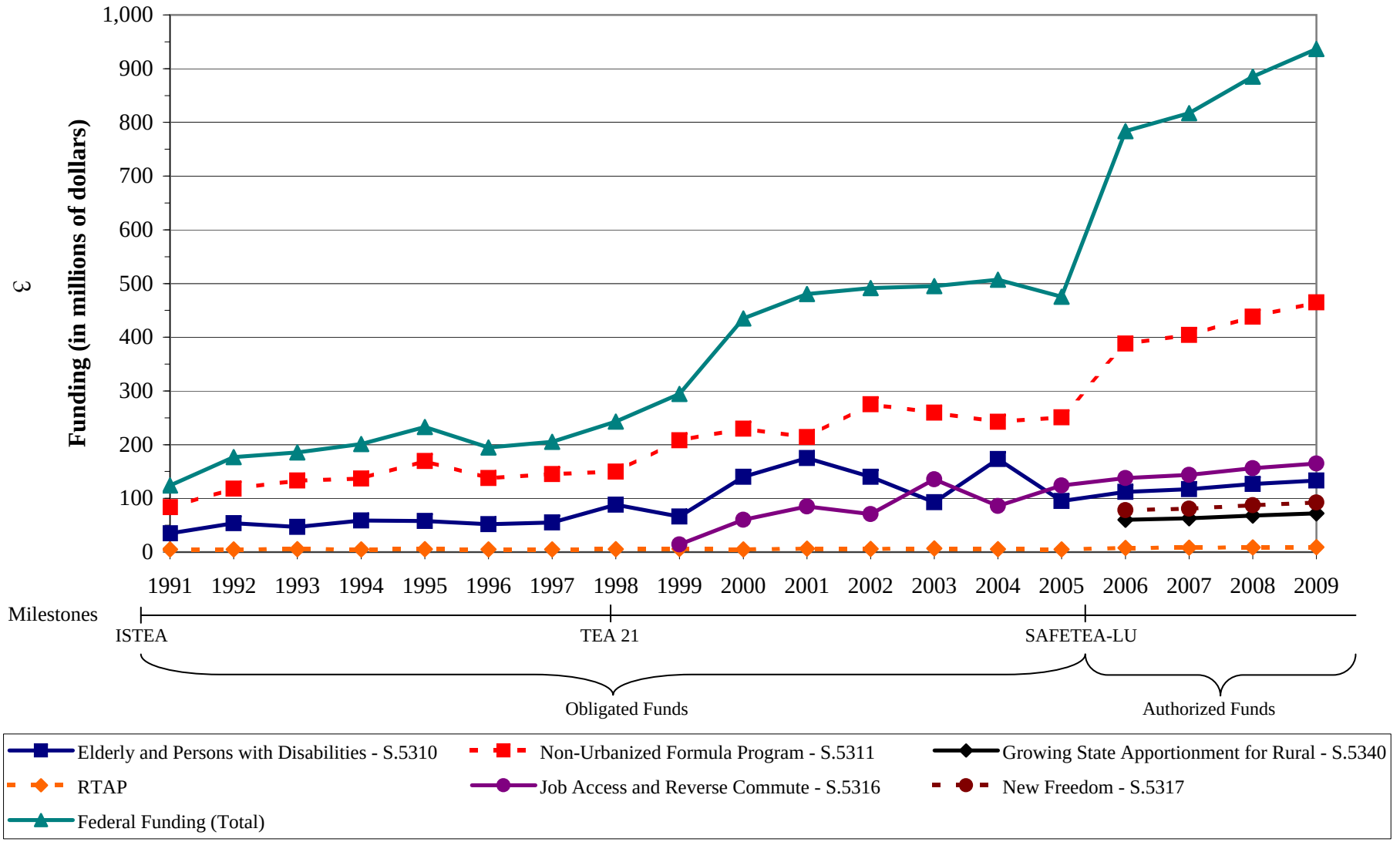
- **Tribal Transit Program (Section 5311(c)):** The Tribal Transit Program is a takedown program (a deduction prior to apportioning funds to states) of the Section 5311 program. Direct eligible recipients for this program are federally-recognized Indian tribes, and grants are awarded through an annual national competitive selection process conducted by FTA. Tribal Transit Program funds may be used for any purpose that is eligible under Section 5311, including planning, capital, and operating assistance for rural public transit services, and support for rural intercity bus service.

[1]Section 5311 includes funding for intercity bus through Section 5311(f). This program has always been provided as a requirement that the states spend 15% of their overall Section 5311 funding allocation on rural intercity projects, unless the governor or designee certified that there were no unmet rural intercity transportation needs. SAFETEA-LU includes statutory requirements that FTA require that states engage in a consultation process with intercity bus carriers prior to any such certification, and this requirement has been included in the revised Section 5311 Circular FTAC 9040.1F, Chapter VII Intercity Bus.

- **New Freedom Program (Section 5317):** This program funds new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) to assist people with disabilities with transportation, including transportation to and from jobs and employment support services. Nationally, 20% of these funds are apportioned to states for use in rural areas. The state-level designated recipient conducts a statewide solicitation for grant applications from rural areas. Beginning in FY 2007, New Freedom projects must be derived from a locally developed, coordinated public transit human services transportation plan which also addresses JARC and Section 5310 projects.

- **Alternative Transportation in the Parks and Public Lands (Section 5320):** Also referred to as Transit in the Parks, this program funds capital and planning expenses for alternative transportation systems in parks and public lands. It is administered jointly with the Department of the Interior and the Department of Agriculture's Forest Service. Eligible applicants include Federal land management agencies and State, tribal, and local governments with jurisdiction over land in the vicinity of an eligible area. In addition to transit services, alternative transportation includes bicycle, pedestrian and non-motorized watercraft projects.

Figure 1 - Federal Transit Programs Administered by the States



PROJECT OBJECTIVES

The objective of this research project is to provide useful data and information on the changes in rural public and intercity bus transportation that have resulted from the increases in funding made available through the SAFETEA-LU.

The project research has been aimed at answering the following questions:

1. *How has federal funding for passenger transportation in rural areas grown since SAFETEA-LU was passed? What funding levels have been authorized? What funds have been obligated? What federal funds actually have been spent on existing and new passenger services in rural areas?*

2. *How has the increased funding in SAFETEA-LU affected rural public and intercity bus transportation? How have services improved?*

3. *What has been the impact on local communities?*

4. *What do States and local transit agencies identify as the major barriers to development of new or expanded transit services in rural areas?*

These preliminary results were presented during a Town Hall at the *18th National Conference on Rural Public and Intercity Transportation*. The outcomes of the Town Hall discussion, together with key findings and conclusions, will be included in the project Final Report.

The answers to these questions draw upon the work completed in Tasks 1-3 of the project. In these tasks, we:

- ***Task 1*** - compiled and analyzed available **national** data on increased service levels in rural and intercity service since authorization of SAFETEA-LU, with particular emphasis on the programmatic increases attributable to the reauthorization. These included national data on funding levels, as well as a review of service levels for 2006 and 2007 from available rural National Transit Database (NTD) data.

- ***Task 2*** - canvassed the **states** about their programs, including changes to their state programs attributable to SAFETEA-LU, funding levels, and service levels before and after authorization. A copy of the survey used is attached as Appendix A.

- ***Task 3*** - contacted **local** transit agencies to tell their stories.

In meeting the research objectives, the team encountered a number of challenges. As reported in the Task 1 Report, we explored state department of transportation websites, internet searching, and preexisting knowledge of state databases, and we found a number of examples of state expenditures and activities in support of increased rural transit services. However, such data is not consistently readily available.

A list of available and potential state data sources found through this search is attached as Appendix B. However, these were not found for every state and, even for those states with annual reports, the data are not consistent. The research team also identified a variety of materials that help to tell the story of what is happening in some states; however, these could not be used to build a national perspective.

It should be acknowledged that in meeting the research objectives, the team encountered a number of data gaps. There is currently little readily-available (online) information on the service levels provided with New Freedom, Indian Tribal Transportation, and Transit in the Parks programs. More data are available on Section 5311 and JARC program impacts, possibility because monitoring and reporting systems for these programs were already in place before the passage of SAFETEA-LU. Even so, there is no comprehensive set of service data that can be used to describe achievements attributable to SAFETEA-LU since there is no "before" data to compare to the "after" data. While detailed information throughout the life of the JARC program are available:

- data from the rural NTD are only available for 2006 and 2007 ("after") and only cover the S.5311 and S.5311(f) services, and

- service data on S.5310 are not collected (although they will be in the future)

Further, because of the lag time between the availability of new funding and when it is spent, detailed data on service improvements for both existing and new programs are limited to only a few years.

HOW FUNDING FOR RURAL PASSENGER TRANSPORTATION HAS GROWN WITH SAFETEA-LU

How has federal funding for passenger transportation in rural areas grown since SAFETEA-LU was passed? What has been authorized? What has been obligated to spend on existing and new passenger services in rural areas?

The sections that follow use a combination of national, state, and local data and information to answer these questions. It is important to keep in mind that:

- Funding has grown, but it took a number of years to get the grants in place so only a few years of service improvements are available to review.

- Some of the funding increases were used to cover costs that increased due to inflation. Costs rose between 2004 and 2008; from 2004 - 2008 the Consumer Price Index (CPI) rose 16%.
  -- Fuel costs doubled from 2004 – 2008 (only coming down again at the end of 2008). According to the Bureau of Labor Statistics, from 2004 to 2008, the cost of diesel fuel increased 132%.
  -- Vehicles costs also rose during that period. Most notably, the average cost of a S.5310 vehicle increased 17% from 2004 to 2006 alone (Table 1).

Federal Apportionments and Obligations Since SAFETEA-LU

Table 2 presents the Federal *apportionments* for the programs which benefit rural transit since the passage of SAFETEA-LU.[2] Table 3 presents the funds *obligated* for these programs from FY 2003 through FY 2007.[3] Appendix C presents details for funding obligations from 2004-2007. Finally, Table 4 presents a history of the number of buses purchased with funds from each program.

As shown, authorized levels for existing programs increased substantially:

- **Section 5311 –** The S.5311 program increased 74% from $239M in 2004 to almost $416M in 2008. (Note that data on actual obligations shows that the intercity bus, Section 5311(f), portion of Section 5311 increased from $22M in 2004 to over $45M in 2007).

- **Section 5310 –** Funding for S.5310 increased 40% from $90M in 2004 to almost $127M in 2008. This funding is for both rural and urban areas and a breakout is not available.

[2]Beginning in FY 2007, current-year apportionments for the S. 5310 and S.5311 programs were supplemented by re-apportionments from the previous year.
[3]The research team is working with FTA to use TEAM data to update the information on obligated funds to 2008.

Table 1: Average Cost per Vehicle - Section 5310 Program (Federal Share Only)

	Unit Cost/Vehicle					
Year	<30 ft. bus	Van	Sedan/Station Wagons	Total Funding	Vehicles	Average Cost
2004	$38,642	$28,358	$16,083	$60,237,615	1,812	$33,244
2005	$41,724	$29,922	$21,953	$77,976,236	2,192	$35,573
2006	$45,062	$32,315	$33,145	$84,182,262	2,158	$39,009
2007	$44,928	$30,061	$31,325	$73,558,642	2,014	$36,524
Change 2004-2007	16%	6%	95%	22%	11%	10%
Change 2004-2006	17%	14%	106%	40%	19%	17%

Table 2: SAFETEA-LU Apportionments of Benefit to Rural Transit Programs

		Section 5310: Special Needs for Elderly Individuals & Individuals with Disabilities	Section 5311: Nonurbanized Area Formula Program	Section 5311 (c): Indian Tribal Transportation	Section 5316: Job Access and Reverse Commute Program		Section 5317: New Freedom Program		Section 5320: Transit in the Parks
					Total	*Nonurbanized*	Total	*Nonurbanized*	Total
FY 2002	Apportionment	$84,930,000	$226,411,000	n.a.	$125,000,000	*n.a.*	n.a.	*n.a.*	n.a.
FY 2003	Apportionment	$90,167,000	$238,955,000	n.a.	$104,318,000	*n.a.*	n.a.	*n.a.*	n.a.
FY 2004	Apportionment	$90,361,000	$238,501,111	n.a.	$104,381,000	*n.a.*	n.a.	*n.a.*	n.a.
FY 2005	Authorized	$94,527,000	$250,890,000	n.a.	$124,000,000	*n.a.*	n.a.	*n.a.*	n.a.
FY 2006	Total Available	$110,880,000	$368,517,600	$7,920,000	$136,620,000	*$27,324,000*	$77,220,000	*$15,444,000*	$22,000,000
	Less Oversight	$554,400	$1,920,600	$0	$0	$0	$0	$0	$0
	Reapportioned	$0	$0	$0	$0	$0	$0	$0	$0
	Total Apportionment	$110,325,600	$366,597,000	$7,920,000	$136,620,000	*$27,324,000*	$77,220,000	*$15,444,000*	$22,000,000
FY 2007	Total Available	$117,000,000	$385,920,000	$10,000,000	$144,000,000	*$28,800,000*	$81,000,000	*$16,200,000*	$23,000,000
	Less Oversight	$585,000	$2,020,000	$0	$0	$0	$0	$0	$115,000
	Reapportioned	$244,554	$2,277,688	$0	$0	$0	$0	$0	$0
	Total Apportionment	$116,659,554	$386,177,688	$10,000,000	$144,000,000	*$28,800,000*	$81,000,000	*$16,200,000*	$22,885,000
FY 2008	Total Available	$127,000,000	$417,240,000	$12,000,000	$156,000,000	*$31,200,000*	$87,500,000	*$17,500,000*	$25,000,000
	Less Oversight	$635,000	$2,190,000	$0	$0	$0	$0	$0	$125,000
	Reapportioned	$358,652	$943,489	$0	$0	$0	$0	$0	$0
	Total Apportionment	$126,723,652	$415,993,489	$12,000,000	$156,000,000	*$31,200,000*	$87,500,000	*$17,500,000*	$24,875,000

Table 3: Obligations by Program

Program	FY 2004	FY 2005	FY 2006	FY 2007
Section 5310*	$173,454,751	$152,329,940	$162,826,924	$157,195,598
Section 5311	$242,371,125	$284,333,073	$416,178,446	$486,891,662
Section 5311(c) - Tribal				
Section 5311(f) - Intercity	$21,790,920	$20,620,728	$40,375,974	$45,338,853
Section 5316 - JARC**	$17,336,086	$43,928,404	$25,988,157	$28,005,616
Section 5317 - New Freedom*			$1,269,027	$9,323,916
Section 5320 - Transit in Parks			$1,423,639	$8,825,000
From Table 5-200X:				
RURAL AND UNDER 50,000				
Capital Program	$94,401,953	$209,355,575	$245,421,746	$208,719,159
Non-urbanized Area Formula	$242,371,125	$284,333,073	$422,650,544	$493,714,436
Alternative Analysis	not included	not included	990,000	$500,000
Planning (Metro, State, Alter. Analysis)	not included	129,204,258	134,169,236	$153,829,829
Clean Fuels	not included	not included	226,710	$6,687,500
New Freedom	not included	not included	288,226	$3,051,233
National Research	-	-	-	$2,506,552
Emergency Supplemental	$1,027,287	$30,555,000	$41,014,569	-
JARC	$17,410,649	$43,928,404	$25,988,157	$28,005,616
Alt. Transportation/Parks & Public Land	not included	not included	$1,273,639	$4,125,000
Misc. FHWA Transfer Projects	$6,365,115	$8,943,500	$3,560,965	$2,980,500
RTAP	$4,471,197	$5,291,243	not included***	not included***
SUB-TOTAL	$366,047,326	$711,611,053	$875,583,792	$904,119,825

*Includes both urban and rural obligations.

**Rural obligations only.

***Though not included in Table 5-2006, Table 38-2006 indicates FY 2006 RTAP was $6,470,098.

***Though not included in Table 5-2007, the FTA website indicates FY 2007 RTAP was $7,884,805; included under S.5311

Table 4: Number of Vehicles Purchased by Program

Program	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Section 5310*	1,998	1,837	2,220	2,200	2,204
Section 5311	746	419	722	1,039	1,211
Section 5311(c) - Tribal	na	na	na	na	na
Section 5311(f) - Intercity	***	***	***	***	***
Section 5316 - JARC*	108	23	76	49	87
Section 5317 - New Freedom*	0	0	0	3	23
Section 5320 - Transit in Parks	0	0	0	5	14
Section 5309 - Capital Program**	***	1,077	1,155	1,201	NA
TOTAL	2,852	3,356	4,173	4,497	

*Includes both urban and rural purchases.
**Rural and under 50,000 purchases only *(per Tables 19-200X)*
***No breakout.

Total Rural or State DOTs *(per Tables 11-200X)*	3,811	3,334	4,460	4,468	4,222
Section 5311 - "COMMUTER/INTERCITY BUS"	18	4	4	10	NA

Per Tables 36-200X, included within total Section 5311 - may or may not be attributable to Section 5311(f) - these funds could also purchase smaller vehicles.

- **Section 5316 (JARC) –** In addition to being allocated by formula for the first time, the funding for JARC increased from $104M in 2004 to $156M in 2008. Twenty percent, or $27M-31M, was made available for services in non-urbanized areas.

New Programs were funded at the following levels:

- **Section 5311(c) (Tribal Transit) –** This new program was funded at $8M in 2006, increasing to $12M in 2008.

- **Section 5317 (New Freedom) –** This program was funded at $77M in 2006, increasing to $87.5M in 2008. As with JARC, 20% or $15-$17.5M is available for service in non-urbanized areas.

Details on Program Funding Levels

Existing Programs

Section 5311 – Non-Urbanized Area Formula Program*:* The Section 5311 experienced the following funding increases under SAFETEA-LU.

- Apportionments increased 74% from 2004 to 2008.

- Obligations increased significantly beginning in 2006.

- A significant number of new vehicles were bought after SAFETEA-LU with 1,039 in 2006 and 1,211 in 2007 up from an average annual purchase of 629 vehicles from 2003-2005.

- NTD indicates that there were 1,326 rural transit operators in 2006 and 1,325 in 2007. Data are not available on how many rural operators there were prior to 2006/SAFETEA-LU.

- NTD also indicates that 2,233 (71%) were served under Section 5311 in 2006 and 2,275 (72%) were served in 2007. This research indicates that by 2008, 2,421 counties have rural public transit services funded under Section 5311, Section 5316 and/or Section 5317 (over 77% of all counties). Data on counties services prior to 2006/SAFELEA-LU are not available, although the FTA program performance measurement document indicated the 1994 baseline was 60%.

- Table 5 shows that as the funding has increased, the split among operating, capital and other has remained relatively stable from 2002 to 2007 for the S.5311 program obligations.

Table 5: Section 5311 Obligations by Year and Category

	Capital		Operating		Other		
Year	Amount	*Percent*	Amount	*Percent*	Amount	*Percent*	**Total**
2002	$54,341,505	*20%*	$148,367,282	*54%*	$72,387,622	*26%*	$275,096,409
2003	$53,581,454	*20%*	$139,535,951	*54%*	$66,614,171	*26%*	$259,731,576
2004	$49,296,149	*20%*	$133,094,954	*55%*	$59,980,022	*25%*	$242,371,125
2005	$59,925,730	*21%*	$170,982,342	*60%*	$53,425,001	*19%*	$284,333,073
2006	$89,747,600	*22%*	$247,104,681	*59%*	$79,326,165	*19%*	$416,178,446
2007	$117,669,943	*24%*	$277,141,777	*56%*	$98,902,716	*20%*	$493,714,436

Section 5311(f) – Intercity Bus Program: Under SAFETEA-LU, the Section 5311(f) grew from $22M obligated in 2004 to $40M in 2006 and $45M in 2007. As shown in Table 6, as the funding has increased, there appears to be a recent shift in 2007 toward spending more on capital and less on operating. The rural NTD data indicate that about $19M S.5311(f) in spending were reported for 2007; $15M in capital, and $3.7M in operating.

Table 6: Section 5311(f) Intercity Obligations by Year and Category

	Capital		Operating		Other		
Year	**Amount**	***Percent***	**Amount**	***Percent***	**Amount**	***Percent***	**Total**
2002	$7,262,189	*32%*	$7,047,457	*32%*	$8,045,135	*36%*	$22,354,781
2003	$5,235,863	*26%*	$9,128,535	*44%*	$6,273,067	*30%*	$20,637,465
2004	$6,818,613	*31%*	$10,471,951	*48%*	$4,500,356	*21%*	$21,790,920
2005	$4,963,380	*24%*	$10,276,160	*50%*	$5,381,188	*26%*	$20,620,728
2006	$11,421,902	*28%*	$25,003,050	*62%*	$3,951,022	*10%*	$40,375,974
2007	$19,125,570	*42%*	$21,904,007	*48%*	$4,309,276	*10%*	$45,338,853

Section 5310 – Elderly and Disabled Capital Program: Funding for the S.5310 increased under SAFETEA-LU, but it appears that some of the increase in funding was impacted by inflation.

- Funding for apportionments increased 40% from 2004 to 2008. Since inflation increased 17% over that time, the increase allowed for only modest increases in the number of vehicles that could be purchased; some states could only maintain, but not appreciably expand programs.

- Obligations increased beginning in 2006.

Section 5309 in Rural Areas: The Section 5309 Capital Program provides a significant number of vehicles used in rural transit. But while funding has increased, as with Section 5310, much of the increase in funding covered the increase in costs affected by inflation.

- Funds obligated more than doubled from $94M in 2004 to $205M in 2007.

- The number of vehicles increased only 12% from 1,077 vehicles in 2004 to 1,201 vehicles in 2006. (Figures are not available for 2007 or 2008)

- Overall, apparently, the increase in funding covered the increased cost of vehicles plus a marginal increase in the number or vehicles that could be purchased.

Section 5316 - JARC: Under SAFETEA-LU, the major change in the S.5316 program was that program funds are now distributed to states and urbanized areas by formula and there is a specific set-aside for rural areas (20%). As a result of this change, JARC funding for rural areas actually decreased with SAFETEA-LU. By moving JARC from a discretionary program (largely funded through ear-marks) to a formula-based program, SAFETEA-LU also resulted in shift in funding among the states; those states with highly-funded JARC programs prior to enactment of SAFETEA-LU lost funding when funding began to be distributed by formula, while other states gained.

- Funding for JARC apportionments as a whole increased 50% from 2004 to 2008 ($104M to $156M). However, funding for rural areas is set at 20% of the total. In 2004 and 2005, rural areas were obligated an average of about $31M annually which is equivalent to the rural apportionment for 2008.

- Obligations for JARC in rural areas decreased from $44M in 2005 to $26M in 2006.

New Programs

Section 5317 – New Freedom Program: One new program under SAFETEA-LU was another state-administered program - *New Freedom* – intended to serve persons with disabilities with services beyond those required under ADA. The program

apportions 20% of the total for use in rural areas. The total apportionment for 2006 was $77M in 2006; $15.4M of which was for non-urbanized areas; of the $81M apportioned in 2007, $16.2M was apportioned for non-urbanized areas; and of the $87.5M for 2008, 17.5M was for non-urbanized areas. This program has been slow to get off the ground with only $288,226 obligated in 2006 in rural areas. FTA reports a total of $1.7M in New Freedom federal funds which were awarded in rural areas in 2006 and 2007.

Section 5311(c) – Tribal Transit Program: The Section 5311(c) program also was new under SAFETEA-LU (as a takedown from Section 5311). These grants are direct from the federal level to the local tribal units. Even though it is new, the program was able to get off the ground more quickly than the state-administered programs, partly because the program did not have to comply with the new Coordinated Planning requirements included in SAFETEA-LU.

- Funding started at $7.92M in 2006 and increased to $12M in 2008.

- Even though this is a new program, projects have been selected and funds obligated to the apportioned amount. In 2006, the program funded 63 projects ($7.92M); 65 projects in 2007 ($10M) and 71 projects in 2008 ($12M).

- There is basically a one year lag time between the time the funds are apportioned and the award to local grantees.

Section 5320 – Transit in the Parks: This is another program with direct grants from the federal level to federal, state, and local grantees. The program had a funding level of $22.0M in 2006, $22.9M in 2007, and $24.9M in 2008. In 2007, $16.2M of the funds was for non-urbanized areas, while in 2008, $17.5M was for non-urbanized areas. In 2006, the program had obligated only $1.4M in rural areas.

Time Required for Service Expansions

When considering the affect that increased federal funding under SAFETEA-LU has had on rural transit services, it is important to consider the time that elapses between when the legislation is enacted and when new services are provided. The data in Table 3 show how the obligations have lagged behind the apportionments. The legislative/funding timeline is as follows:

- **Authorizations –** Federal financing of rural programs begins with the enactment of surface transportation authorizing legislation, in this case SAFETEA-LU was enacted in 2005.[4]

- **Apportionments –** The authorized amounts were apportioned to various states, by the formulas specified in SAFETEA-LU. These apportionments give State DOTs a "budget authority" that may be equal to or lower than the original authorized level.

- **Obligations –** Obligations can only occur when a project is approved and a project agreement is executed. The obligated funds represent the dollars that States, tribes, or other grantees have requested for specific projects.

- **Reimbursement**[5] **–** Finally, once States incur costs for a project (local systems have spent dollars to operate the service), they request reimbursement from the federal system (and would be reported on NTD).

The time that elapses from authorization to actual service delivery may be a year or even two. As of the end of FFY08, there was still a great deal of unobligated funds for rural transit programs (Table 7). This is especially true for the new programs. Many states were not able to spend all of their funding in the first years of the new programs and are carrying over funds from one year to the next.

Looking at recent research done by the project team, it would appear that factors contributing to this lag time include:

- State DOT staffing levels of the transit divisions are limited,

- The need for states to create new program guidance, grant application, and project selection procedures,

- The need for states and local operators to comply with Coordinated Planning requirements in SAFETEA-LU, and

- The lack of state and local funding to match the increase in federal dollars.

[4] For a specified period of years, the authorizing act sets upper limits (authorizations) on the amount of funds that can be made available to the Secretary of Transportation to carry out the programs included in the act.

[5] The programs under SAFETEA-LU are reimbursement programs – states don't drawdown funds for particular projects until costs have been incurred.

Table 7: FY08 - FTA Obligations

Program	Begin Balance	Obligations	Available Balance	Percent Available
S.5310 (Urban and Rural)	$234,544,957	$153,933,234	$83,892,707	36%
S.5311 (Rural Only)	$663,323,393	$536,485,061	$128,218,219	19%
Rural Transit	*$640,698,424.82*	*$518,558,626.00*	*$123,536,975.82*	19%
Tribal Transportation	*$13,173,992*	*$10,452,237*	*$2,721,755*	21%
RTAP	*$9,450,976*	*$7,474,198*	*$1,959,488*	21%
Section 5320 - Transit in the Park (Urban and Rural)	$12,419,632	$5,633,053	$6,786,830	55%
Section 5316 and 3037 - JARC (Rural Only)*	$78,003,063	$38,197,600	$41,606,417	53%
Section 5317 - New Freedom (Rural Only)	$46,805,007	$21,515,737	$25,357,235	54%

**Excludes program administration.*

The states were asked in which fiscal year they began to increase funding as a result of SAFETEA-LU as shown in Table 8:

Table 8 State Survey
When State Began to Increase Funding as Result of SAFETEA-LU

	Program				
	S. 5311	S.5310	S.5311(f)	S.5316 (JARC)	S.5317 (NF)
SFY 2005	19%	31%	18%		
SFY 2006	50%	39%	46%	37% decreased	no grants until
SFY 2007	25%	8%	36%	funding for JARC	2006
SFY 2008	0%	8%	0%		
Have Not Yet Increased Funding	6%	15%	0%		

Most of the states report that they increased funding under their existing Section 5311, Section 5310, and Section 5311(f) programs in 2006. In fact, 68% of the states report that they have increased funding for intercity bus as a result of SAFETEA-LU. This is corroborated with the FTA data showing the obligations under these programs by year.

However, while some grants were made for the new *New Freedom* and *Transit in the Park* grants in 2006, the real implementation began in 2007, although 37% of the states indicated that they saw a decrease in S.5316 funding for rural areas. For the JARC programs, most new services were implemented in 2007. This is consistent with the FTA data showing that

- Section 5317 (New Freedom) - $77M apportioned and only $1.2M obligated in 2006.

- Section 5320 (Transit in the Park) - $22M apportioned for 2006 and only $1.4M obligated.

The time lag makes it difficult to identify specific changes in rural public and intercity bus transportation. This is especially true for the new programs, the Section 5317 New Freedom program and the Section 5320 Transit in the Parks program, since these programs required creation of new program management processes/procedures.

The states report that the requirement for new coordinated planning process delayed implementation of the New Freedom in some States.

Financial Data from Rural National Transit Database

NTD is the FTA's primary national database for statistics on the transit industry and recipients of the Section 5311 program are required by statute to submit data to the NTD. The rural NTD requirement was implemented only recently and the first data from the rural NTD is available for FY 2006; data are currently available for 2006 and 2007.

Under the NTD, separate forms (and therefore separate data) are completed for each rural provider of general public transit service. The NTD collects key financial and non-financial operating information on each rural general public transit provider. Additionally, the NTD capture information on two statewide data items:

1. The number of counties within the State, and

2. The number of counties with transit service funded, in whole or in part, with FTA Other Than Urbanized Area Formula Program funds (S.5311).

FTA provided the project team with the 2006 and 2007 rural NTD data down to the system-level.

It is cautioned that rural NTD data only cover information on public transit funded through Section 5311 and Section 5311(f). Information on service under the Section 5310, New Freedom and JARC programs are only included in the rural NTD to extent that S.5311 grantees also receive this funding. Further, subrecipients that receive both rural and urban (S.5307) funds do not submit under the rural NTD system.

These data were used to explore the financial and service characteristics of rural transit operators in those years. Since the 2006 NTD captures actual service provided in 2006, the data represent a baseline of services just after SAFETEA-LU funding increases were available. Since the States indicate that the increase in spending attributable to SAFETEA-LU for the S.5311 program were initiated in FY 2006, these data effectively represent the "after" SAFETEA-LU funding was available.

Table 9 provides a summary of the rural NTD data for 2006 and 2007. As shown, rural transit operators spent about $812M (federal, state, and local funds) in 2006 and this rose to over $1B in 2007.

Table 9: Rural NTD Data - Summary

	2006 Data		2007 Data	
Number of Operators	1,326		1,325	
Number of Counties Served	2,233	71% (of all U.S. Counties)	2,275	72% (of all U.S. Counties)
Financial Characteristics				
Operating/Administrative Expenses	$812,489,257		$1,004,246,706	
Operating Revenue	$238,657,079	*29%*	$270,216,854	*27%*
Farebox	$70,921,336	*9%*	$76,323,782	*8%*
Contract	$167,735,743	*21%*	$193,893,072	*19%*
Operating Subsidies	$618,324,048		$748,428,146	
Federal	$211,375,410	*34%*	$257,350,509	*34%*
State	$167,924,461	*27%*	$192,751,020	*26%*
Local	$239,024,177	*39%*	$298,326,617	*40%*
Capital Expenses**	$112,286,969		$169,341,238	
Federal	$81,655,101	*73%*	$107,598,851	*64%*
State	$14,950,077	*13%*	$23,855,637	*14%*
Local	$15,681,791	*14%*	$37,886,750	*22%*
Service Characteristics				
Annual Vehicle Miles	424,661,839		434,686,239	
Unlinked Passenger Trips	114,993,479		115,048,055	
Active Vehicles**	19,099		18,443	
ADA Accessible Vehicles	12,960		13,306	
Percent Accessible	68%		72%	
Trips per Vehicle	6,021		6,238	

Intercity Bus	
Operating Grants	$3,739,246
Capital Grants	$14,999,385
Vehicle Miles	20,408,295
Unlinked Trips	2,986,037

**Assuming 5-7 year life have to replace 3,200 per year @100,000 per vehicle would require $320M.

Source: Rural NTD data, edited and summarized.

Financial and Service Data from the State Survey

Table 10 presents the data collected from the states responding to the project's survey (21 states). As indicated:

- **Section 5311** – Actual Section 5311 spending increased substantially; from 2004 to 2008, annual spending more than doubled. From 2005 to 2008, Section 5311 annual spending increased by 55%, with a 13% increase in the number of passenger trips provided and a 16% increase in the number of vehicles being operated.

- **Section 5310** – Under Section 5310, actual spending also increased, but not as dramatically. From 2004-2008, annual spending under Section 5310 increased 31%, while from 2005-2008, spending increase 56%.

- **Section 5311(f)** – Spending for intercity service under Section 5311(f) has also grown. As indicated above, some states have created new state intercity bus programs and others have increased the amount of funding under existing programs. From 2004 – 2008, annual funding for these programs increased about 2/3rds. Note: From the rural NTD data, we know that NTD reporters under Section 5311(f), received $3.7M in operating grants and almost $15M in capital grants.

  Section 5316 – The impact of SAFETEA-LU on JARC program has been uneven among the states. While funding for the program increased overall, the impact of state programs has depended on whether the state was receiving more funding while the program was still discretionary. Those states that saw a decrease in funding due to formulization, either decreased funding to local programs or, when possible, used other Section 5311 or state funds as a substitute for federal funds in efforts to maintain services. Thus, there is only a modest increase in annual spending under this program (27%) from 2004 to 2008 among survey respondents (44% had statewide JARC programs prior to SAFETEA-LU/83% of those saw a decrease in their federal JARC funding). It may also be that the impact of the allocation among urban/small urban and rural has had a disproportionately negative impact on rural areas. Many of the discretionary grants to states were targeted to rural areas – they were spending more than the $27-31M allocated to rural areas.

- **Section 5317** – Because this is a new program, very little data were available from the states. The earliest program dollars hit the streets appears to be 2007.

Table 10: Summary of State Program Changes -- from Survey

		Percent Increase		
		Dollars Spent	**One-Way Trips**	**Vehicles**
Section 5311	n = 14			
SFY 2004				
SFY 2005		26%		
SFY 2006		42%	3%	7%
SFY 2007		24%	5%	5%
SFY 2008		1%	4%	3%
SFY 2009 (est)		6%		
2004-2008		102%		
2005-2008		55%	13%	16%
Section 5310	n=11			
SFY 2004				
SFY 2005		17%		
SFY 2006		16%	-2%	4%
SFY 2007		-2%	-2%	4%
SFY 2008		92%	2%	1%
SFY 2009 (est)		-44%		
2004-2008		31%		
2005-2008		56%	-1%	10%
Section 5311(f)	n=9			
SFY 2004		13%		
SFY 2005		65%		
SFY 2006		21%	10%	18%
SFY 2007		-26%	5%	4%
SFY 2008		113%	10%	9%
SFY 2009 (est)				
2004-2008		67%		
2005-2008		66%	28%	34%
Section 5316 - JARC	n=7			
SFY 2004				
SFY 2005		-68%		
SFY 2006		-35%	0.10%	0%
SFY 2007		849%	39%	na
SFY 2008		-35%	17%	12%
SFY 2009 (est)		65%		
2004-2008		27%		
2005-2008		301%	62%	na
Section 5317 - NF	n=9			
SFY 2004				
SFY 2005				
SFY 2006				
SFY 2007		first year		
SFY 2008		-31%		
SFY 2009 (est)		54%		
2006-2008		434%		

EFFECT OF INCREASED FUNDING ON RURAL PUBLIC AND INTERCITY BUS

How Increased Funding Has Affected Rural Public and Intercity Bus Transportation. How Have Services Improved?

The increase in funding outlined above has allowed the states and local operators to provide more service. In addition, SAFETEA-LU resulted in changes to state programs.

State Programs Changes

All states were impacted by the changes in SAFETEA-LU. The role of the states increased as new programs have come on-line. At the same time, SAFETEA-LU increased the administrative functions needed for existing programs. Eighty-six percent of the states indicate that they have made changes to their rural and intercity bus transportation programs since SAFETEA-LU was authorized in August 2005. Almost all of these changes were a result of the increases in funding that came with SAFETEA-LU.

State report programmatic changes to revise allocation formulas; increasing the ability to fund new programs and projects. These changes have allowed for:

- Increases to service in area that were being served (for example, South Dakota created a new service on The Standing Rock Reservation that reduces the travel from Rapid City to Bismarck from 33 to 8 hours).

- Given transit agencies the ability to increase salaries for drivers resulting in lower turnover and more professional staff,

- Addition of programs in additional rural areas that they could not afford to fund before SAFETEA-LU (for example, Montana increased the number of rural providers from 9 providers to 33),

- Increase coordination with human service programs – having something to offer, such as additional funding and services,

- Made facilities, ITS and mobility management expenses eligible for funding

It should be noted that some states have had to adjust the programs to cover the losses in funding to their states over the past few years:

- Decrease in JARC funding - decrease in funding available to them when JARC was formularized. Some states have used their increase in Section 5311 funding for employment related transportation to make up for lost JARC funding.

- Loss of Capital Earmarks - other states have had to make use of increases in Section 5311 funding to cover the absence of Section 5309 capital funding earmarks in FY07.

Some states report that the increases in federal funds have been accompanied by increases in state funds for new rural transit programs. For example, Wisconsin received (state) funding for a special pilot project called the Supplemental Transportation Assistance Program (STRAP) which provides approximately $2M a year for 4 years to test the concept of funding rural transportation at 80% of the deficit versus the 50% allowed under Section 5311.

Some states are now using more of what they are allowed under Section 5311 for state administrative expenses. This was possible because increases in Section 5311 funding allowed states to use some dollars for administrative functions and still increase operating subsidies to rural operators.

Some states report changing or restructuring their Intercity Bus programs. This may be a result of renewed interest in the provision of intercity bus, probably as a result of the increased funding, but may also be due to the reinforcement of the consultation process under SAFETEA-LU. Other states are creating intercity bus programs for the first time. For example, prior to FY 2007, the Governor of Alabama certified that intercity bus needs were being adequately met. But, as a result of termination of intercity bus services to many rural areas in the state, Alabama has begun to program 15% of its rural transit budget for intercity services. FY 2008 was the initial intercity program cycle.

Some states are increasing training and improved service planning. Most have been involved in the preparation of locally-developed coordination plans required in the law; by initiating the planning effort, training local entities. and/or merely participating in the local planning process.

How Increased Funding is Being Used

States are using the increased funding in a variety of ways. Most states are both increasing funding for existing programs and creating new services.

Section 5311

All of the states indicate they used increased funding to improve service levels on existing services; yet only one state used 100% of their increase for this purpose. The remaining states used at least some of their increased funding to create new services or projects. This indicates that services have been created to serve people who did not have access to transit prior to SAFETEA-LU.

Most states also used some funding to replace existing vehicles, thereby using some of their increased funding to decrease the age of the transit fleet in their State. Most used some portion, albeit a small portion, on improving transit facilities. Finally, a few states used a substantial portion of their increases to maintain existing transit services, covering the increased operating costs for fuel, insurance, etc. (Table 11).

Table 11 State Survey

How Increased Section 5311 Funding Used

Section 5311	Percentage of Increased Funding Used							
	1-20%	21-40%	41-60%	60-80%	81-99%	100%	Total	*Percent*
Create new transit services	12	1	0	0	0	1	14	*93%*
Improve existing services	7	4	2	1	0	1	15	*100%*
Replace existing vehicles	7	3	1	0	0	0	11	*73%*
Improve transit facilities	9	3	0	0	0	0	12	*80%*
Other*	0	1	3	0	0	0	4	*27%*

**Other: generally to maintain existing service levels, especially in light in of increased cost for fuel, insurance, other operating costs.*

Section 5310

While the states used their increases in Section 5310 for a variety of purposes, most replaced existing vehicles. Again, SAFETEA-LU funding increases allowed the states to reduce the age of the Section 5310 fleets (Table 12).

Table 12 State Survey

How Increased Section 5310 Funding Used

Section 5310	Percentage of Increased Funding Used							
	1-20%	21-40%	41-60%	60-80%	81-99%	100%	Total	*Percent*
Create new transit services	6	2	0	0	0	0	8	*62%*
Improve existing services	4	0	0	0	0	0	4	*31%*
Replace existing vehicles	2	1	0	3	3	2	11	*85%*
Improve transit facilities	1	0	0	0	0	0	1	*8%*
Other	1	1	0	0	0	0	2	*15%*

Section 5311(f)

As with Section 5311, the states used their increases in Section 5311(f) for a variety of purposes but for the intercity bus program, most of the increases were used to create new programs. This is evidenced by the fact that many states have said that the increase in funding allowed them to create a new intercity bus program or solicit new projects without taking funds from rural public transit (Table 13).

Table 13: State Survey
How Increased Section 5311(f) Funding Used

Section 5311(f)	Percentage of Increased Funding Used							
	1-20%	21-40%	41-60%	60-80%	81-99%	100%	Total	*Percent*
Create new transit services	2	4	0	0	0	0	6	*67%*
Improve existing services	4	2	0	1	0	0	7	*54%*
Replace existing vehicles	3	1	0	1	0	1	6	*46%*
Improve transit facilities	3	1	0	0	0	0	4	*31%*
Other	0	1	0	1	0	0	2	*15%*

JARC and New Freedom

The JARC program is new for some states and the New Freedom program was new to all states since SAFETEA-LU. For the ten states with significant implementation to date, the programs have been growing since 2007 (shown in Table 14).

Table 14: State Survey
Number of Grantees

Fiscal Year	Program			
	S.5316 (JARC) (n=10)		S.5317 (NF) (n=10)	
	No. Grantees	No. Projects	No. Grantees	No. Projects
SFY 2004	40	41		
SFY 2005	37	38		
SFY 2006	49	49		
SFY 2007	73	74	7	17
SFY 2008	77	86	26	47
SFY 2009	85	103	50	70

Impacts of Funding on Service Levels

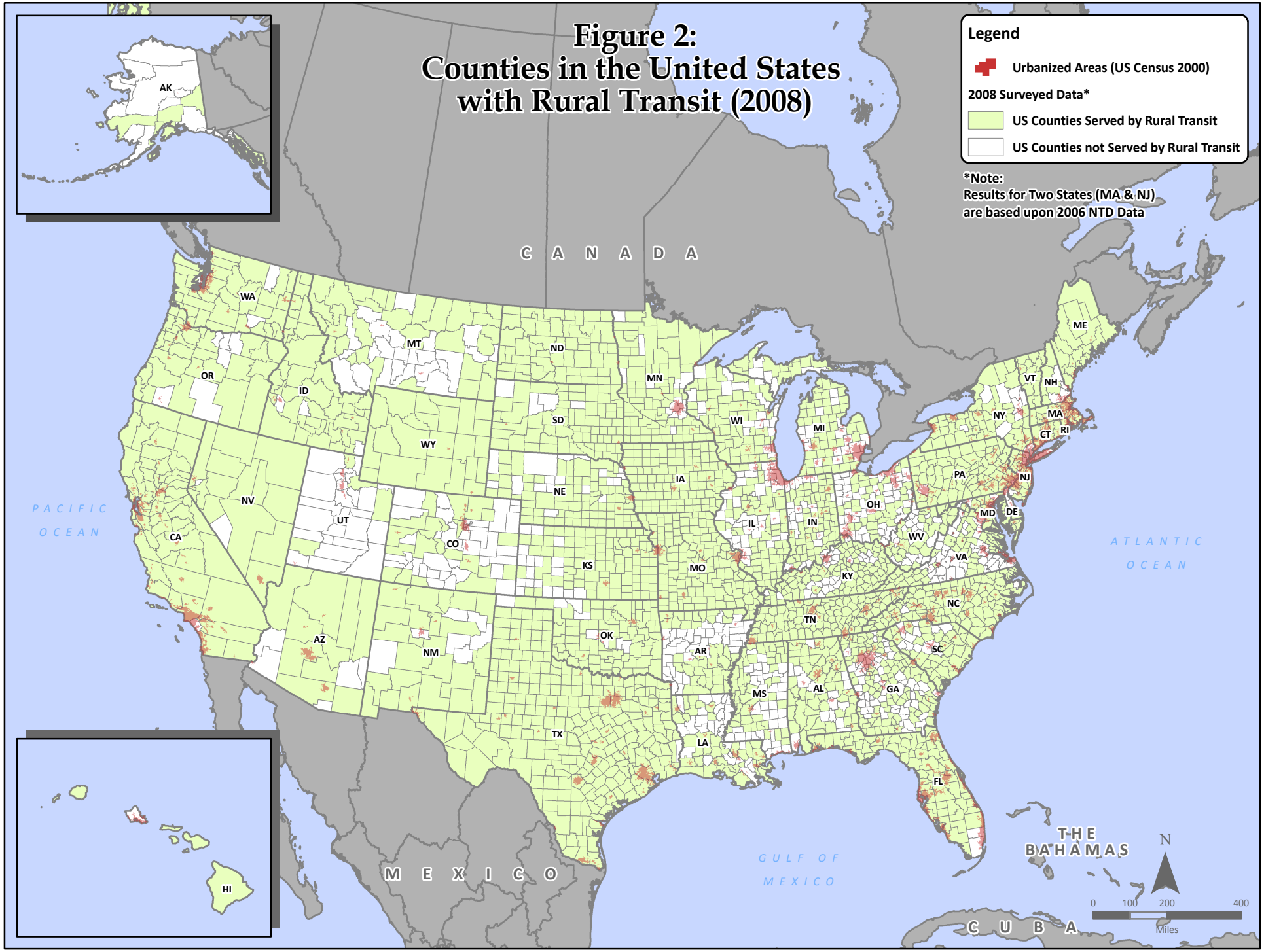
Clearly, with the new SAFETEA-LU funding, additional non-urbanized areas have rural transit services. While data on the number of county services prior to 2006/SAFELEA-LU are not available, the FTA program performance measurement document indicates that the 1994 baseline was 60% of all counties had rural public transit service. As discussed above, NTD indicates that there were 1,326 rural transit operators in 2006 and 1,325 rural operators in 2007 serving 2,233 and 2,275 counties, respectively. This represents about 71-72% of all counties in the US. The research team for this project prepared a list and maps for 2008 showing that 2,421 counties are served with S.5311, S.5316, and S.5317 programs (over 77% of all counties).

Counties Served by Rural Transit Service

As the project evolved it became clear that a national map of counties with rural transit would be valuable to inform the discussion of the future of transit in these areas. Creation of such a map was a challenge since no national lists of rural transit operators included the counties served. For example, the 2007 NTD only includes the addresses of the rural transit providers, so mapping this data would only capture the agency's home county (the 2006 NTD data on counties served was a start, but not complete). And, while the *2007 Rural Transit Operators Directory*, prepared by RLS & Associates for the Rural Transit Assistance Program and Community Transportation Association of America includes addresses for 1,489 rural transit providers, it does not include service area coverage.

To develop the map, we started with the 2006 NTD data in which many of the states listed the counties served. We then followed-up with the states via e-mail and telephone calls as needed. Figure 2 includes a map of counties with rural transit services which includes confirmed data most states. The map includes those counties with rural public transit funded under S.5311, S.5316, S.5317, and state rural transit programs.[6] While the map doesn't show the actual service areas of the rural systems, the approach identifies all the counties with some type of service, even if the entire county is not served. Unfortunately, the map does not indicate any level of service (we

[6] The map doesn't necessarily link directly to NTD for a number of reasons. First, while we attempted to include only those counties with S.5311, S.5316, S.5317, a few States included counties with only S.5310 (some but not all states made the distinction for us). However, looking at the data in more depth, it appears that there are only a few Section 5310-only counties are shaded. Second, the map includes counties with rural transit systems funded through their state-only transit programs (e.g., PA's rural shared-ride program, the WI STRAP program).



know that some counties are served only once or twice a week). Readers are referred to 2007 Rural Transit Operators Director which can be found at http://www.linkingcommunities.com/user_media/23608/backup%20of%20rural%20status%20report-2007.pdf.

Services Increases – Existing Programs

As was shown in Table 10, based on the 21 States responding to the survey, service levels have increased along with funding.

Section 5311: Section 5311 operators provide about 115M trips to rural residents annually. Along with increases in funding during the period from 2005 – 2008, based on our survey of the states, Section 5311 providers increased the annual number of passenger trips provided by 13% and increased the number of vehicles being operated by 16%. From the NTD data, between 2006 and 2007, there was only a slight increase in the number of trips provided (however, the 2006 data may not be accurate as this was the first year of reporting). States report that a portion of the increases in S.5311 funding was used to offset increases in fuel, insurance, and other operating costs.

Section 5310: It is estimated that the Section 5310 program has facilitated the purchase of about 10,000 – 14,000 vehicles currently being used to serve the elderly and persons with disabilities (in both urban and rural areas), as well as purchase of service in selected states. Based on our survey of the states, these vehicles are used to provide about 20M – 28M trips annually. While actual spending increased from 2005-2008, at least for the states responding to the survey, the number of trips provided remained stable and the number of vehicles purchased only increased 10%. This may reflect the need to reduce the age of the fleets (agencies may have been replacing really old equipment that was well past their useful life) as well as increases in the cost of equipment.[7] One state reported that the increase in Section 5310 funding has merely allowed them to keep up with the increase in the cost of equipment.

Section 5311(f): Spending for intercity service under Section 5311(f) has also grown, although the number of trips provided is known only for 2007 (from the NTD database). In FY07, the reporters under rural NTD provided almost 3M unlinked passenger trips and 20.4M vehicles miles provided. From our survey of the states, dollars spent on Section 5311(f) increased 67% since SAFETEA-LU (2005 – 2008) while trips have increased 28% and vehicles have increased 34%.

[7] The unit cost of a vehicle under the Section 5310 program increased about 17% from 2004 to 2006.

Section 5316 (JARC): As noted above, the impact of SAFETEA-LU on JARC program has been mixed. While funding for the program increased overall, the impact of state programs has depended on whether the state was receiving more funding while the program was still discretionary. Those states that saw a decrease in funding due to formulization, either decreased funding to local programs or, if possible, used other Section 5311 or state funds to backfill in their efforts to maintain services. Those states that received JARC funding for the first time under SAFETEA-LU increased services, but not until FY 2007.

However, unquestionably, the JARC program has benefited its intended users. Based on our survey of the states, there was a 62% increase in JARC ridership from 2005 – 2008. The most recent analysis of FY 2005 grantee data estimates that JARC-funded services provided access to approximately 95,400 employment sites and provided 14.1M one-way trips. Grantees reported a total of 645 active JARC-funded services for FY 2006 (25% in rural areas). For FY 2006, it is estimated that JARC-supported services provided 22.9M one-way trips (Table 15). The DOT Performance and Assessment Report (PAR) Performance Measure shows:

Table 15
Number of Employment Sites (in Thousands) That Are Made Accessible by JARC Transportation

	2004	2005	2006	2007
Target	50.0	50.0	50.0	50.0
Actual	82.8	95.4	91.2*	95.4*

* Preliminary estimate. Associated FY 2007 Funding - $144M.

Further, in October 2007, the FTA released *Connecting People to Employment*[8] which found that, overall (usable data from urban and rural services combined) per one-way trip reported, each JARC demand-response service reached 7.23 total jobs and 3.98 low-wage jobs, while each fixed-route service reached 1.21 total jobs and .55 low-wage jobs (page 30). The data used in this study showed that, in rural areas, 55% of trips were provided on fixed-route service, 38% of trips were provided on demand-response service, with flexible routes (6%) and user-side subsidy programs (1%) providing the remainder of trips (page 28).

[8] *Connecting People to Employment: An Evaluation of Job Access and Reverse Commute (JARC) Services Provided in 2006*, prepared by Automated Communication System, Inc. and Transystems, and *Job Access and Reverse Commute (JARC) FY 2006 Service Profiles: Technical Memorandum*, prepared by Automated Communication System, Inc. (http://www.fta.dot.gov/funding/grants/grants_financing_7175.html).

Finally, the *Economic Benefits of Employment Transportation, June 2008* (University of Chicago for FTA) showed that:

- Average cost per ride = $11.40
- Every dollar of program costs = return of $1.90 in net economic gain to user; return of $3 for society as a whole
- Employment transportation programs are likely to jump-start a wage growth trajectory that may persist over the individual's lifetime. Net return on $1 is $15 in future over work life

Service Increases - New Programs

It is important to note that, according to the FTA website as of May 2008, there were ten states which had not yet designated the state-level recipient for New Freedom or JARC for nonurbanized areas. Since the designated recipient is responsible for conducting the competitive selection process for New Freedom funds and applying to FTA for funding, these ten states would not yet have benefited from the program. As of March 2009, all states have designated recipients for JARC/New Freedom. (The list of designated recipients is attached as Appendix D. Source: http://www.fta.dot.gov/funding/grants/grants_financing_7405.html).

Also, FTA published Federal guidance on the Section 5310, JARC, and New Freedom programs on March 29, 2007. These guidance circulars outlined the requirements related to the locally developed, coordinated public transit human services transportation plans from which priorities for selecting local subrecipients are determined.

Section 5317 (New Freedom): Because this is a new program, very little data were available from the states since program dollars did not begin to reach local transit agencies until 2007. Table 16 presents a list of local projects funded under New Freedom (FY 2006 and 2007) as of September 2007, based on "FY 2006 and 2007 New Freedom Projects awarded in Nonurbanized Areas" dated 9/30/2007 on the FTA website(http://www.fta.dot.gov/funding/grants/grants_financing_7633.html). The website also describes a sample of New Freedom grants that FTA awarded in Fiscal Year 2008 (this document is attached as Appendix E).

New Freedom projects in this list include expanded dial-a-ride service, public information and outreach materials and activities, mobility management activities, vehicles purchased, employment transportation, medical transportation, increased accessibility to a community food bank vehicle, accessible taxi vehicles for a voucher

Table 16: FTA-Reported FY 2006 and FY 2007 New Freedom Projects Funded in Rural Areas as of September 2007

State	Project Subrecipient	Project Description*	Funding	New or Expanded Services	Vehicles	Mobility Management	Public Awareness Materials and Activities	Other
AZ	Arivaca Coordinating Council Resource Group (Pima County)	Operations requested for local disabled, elderly/low income to service appointments not currently being provided.	Operations: $18,530	X				
AZ	Cobre Valley Transit (Gila County)	Capital (rolling stock) request to transport disabled veterans to/from rural Miami/Globe communities to Phoenix medical/service centers.	Capital: $36,000 Operations $22,274	X	X			
AZ	Cochise County/City of Sierra Vista	Operating funds request to extend disabled service beyond city boundaries of service currently provided by S.5311.	Operations: $42,541	X				
AZ	Community Food Bank (rural Pima County)	Capital Mobile market vehicle improvements to increase accessibility.	Capital: $14,960 Operations: $18,036		X			X
AZ	Maricopa County Human Services Dept	Operations requested to provide employment transportation for disabled ADA certified persons in rural and unincorporated Maricopa County.	Operations: $30,865	X				
AZ	NAIPTA (Rural Coconino and Yavapai Counties)	Rolling stock and operations requested for taxi voucher program in Verde Valley above current ADA requirements.	Capital: $40,000 Operations: $106,211	X	X			
CT	Northwest CT Transit District	Expanded dial-a-ride in Winsted, CT area, transportation public awareness campaign, new Sunday service, expanded dial-a-ride in Canaan, CT area.	$34,461 Federal share	X			X	

State	Project Subrecipient	Project Description*	Funding	New or Expanded Services	Vehicles	Mobility Management	Public Awareness Materials and Activities	Other
CT	Southeast Area Transit District	Transportation Options Brochure and Website for Eastern CT. Windham, Tolland, and New London Counties. Car-based solutions for SSBG eligible with Disabilities for Eastern CT. Windham, Tolland, and New London Counties.	$10,625 Federal share				X	X
TX	Fort Bend County	Provision of new transportation services including route expansions, and initiation of new demand-response service where no fixed-route currently exists, which is beyond the ADA requirement. These projects also include travel attendant components and travel training components. The projects are also in conjunction with groups that primarily serve individuals with disabilities.	$480,697 Federal share	X				X
TX	LULAC Project Amistad	Provision of new transportation services including route expansions, and initiation of new demand-response service where no fixed-route currently exists, which is beyond the ADA requirement. These projects also include travel attendant components and travel training components. The projects are also in conjunction with groups that primarily serve individuals with disabilities.	$567,690 Federal share	X				X
WA	Pierce County Community Services, Tacoma	Providing assistance to staff, a mobility mgmt coordinator at the Pierce County Coordinated Transportation Coalition (PCCTC). This function will apply to the Rural areas of Pierce County.	$50,000 Federal share			X		
WA	Pierce County Community Services, Tacoma	Provide mobility mgmt assistance to create a transportation referral system for PCCTC to work with Pierce County United Way and appropriate transportation agencies in Pierce County.	$83,750 Federal share			X		

State	Project Subrecipient	Project Description*	Funding	New or Expanded Services	Vehicles	Mobility Management	Public Awareness Materials and Activities	Other
WA	WSDOT Trip Planner	Develop and implement a web-based public transportation itinerary planning system (Trip Planner) to assist persons in obtaining transportation to work and education facilities.	$16,256 Federal share			X		
WA	Yakama Nation, Toppenish	Provide assistance to hire a mobility management coordinator to educate the public on public, private, and rural transportation services and resources.	$126,387 Federal share			X	X	

*Source of project descriptions: FY 2006 and 2007 New Freedom Projects Awarded in Nonurbanized Areas (As of 9/30/2007), http://www.fta.dot.gov/documents/NF_Rural_projects.doc.

program, expansion of existing specialized services, and travel attendant and travel training services.

Section 5311(c): Tribal Transit Program -The following project selection announcements and other reports released by the FTA on the website indicate program progress. Project selection announcements have been published in the *Federal Register* for the first three years of this program (Table 17):

Table 17 FTA Reported Tribal Transit Projects

Types of Project Awarded	FY 2006	FY 2007	FY2008
Transit planning studies and/or operational planning	$834,965	$399,963	$620,000
Startup projects for new transit service	$3,168,681	$904,666	$557,500
Enhancements or expansion of existing transit services	$3,916,354	$8,695,371	$10,822,500
Total	$7,920,000	$10,000,000	$12,000,000
Total Number of Awardees	63	65	71

***Sources**:*
FY 2006, published April 4, 2007: http://edocket.access.gpo.gov/2007/pdf/E7-6192.pdf
FY 2007, published March 5, 2008: http://edocket.access.gpo.gov/2008/pdf/08-967.pdf
FY2008, published December 19, 2008: http://edocket.access.gpo.gov/2008/pdf/E8-30163.pdf

Section 5320: Alternative Transportation in Parks and Public Lands Funding - Project selection announcements have been published in the *Federal Register* for the first three years of this program (Table 18):

Table 18 FTA Reported Transit in the Parks Projects

Types of Project Awarded	FY 2006	FY 2007	FY 2008
Boat/Ferry/Dock	$120,000	$3,200,000	*
Bus Operating and Capital	$7,145,050	$9,718,773	*
ITS (including bus-related)	$665,000	$693,000	*
Non-motorized (trail construction)	0	$1,000,000	*
Park and Ride	$582,579	0	*
Planning Study	$3,593,902	$3,917,417	*
Railroad (including design and maintenance vehicle)	$5,963,000	0	*
Tram/Trolley	$508,639	$1,259,650	*
Total Amount Awarded	$19,631,170	$19,788,840	$24,470,501
Total Number of Projects	42	46	52

*Project categorization not available.

Sources:
FY 2006, announced Sept. 12, 2006: http://edocket.access.gpo.gov/2006/pdf/E6-15095.pdf
FY 2007, announced Oct. 15, 2007: http://edocket.access.gpo.gov/2007/pdf/E7-20213.pdf
FY2008, announced Oct. 10, 2008: http://edocket.access.gpo.gov/2008/pdf/E8-24113.pdf

IMPACT ON LOCAL COMMUNITIES

Phone interviews were conducted with 20 transit agencies that added new service or expanded existing service in order to serve more people. The interviews were mostly open ended, allowing the agency personnel to expand on the projects they thought most important in their area. The following rural transit agencies shared their stories:

Birch Tree	Arkansas
Bolivar County Council on Aging	Mississippi
Cottonwood Area Transit	Arizona
County Roads Transit	West Virginia
Eastern Sierra Transit Authority	California
Finney County Transit	Kansas
Maricopa Express	Arizona
Menominee Public Transit	Wisconsin
OATS	Missouri
OCCK, Inc./City of Salina	Kansas
River Cities Public Transit	South Dakota
Skyline	Montana
Southwest Transit	Texas
Standing Rock Public Transportation	North Dakota
Southern Teton Area Rapid Transit Bus	Wyoming
Streamline	Montana
Tri-CAP Transit Connection	Minnesota
West Texas Opportunities, Inc.	Texas
Western Kenosha County Transit	Wisconsin
Z-Trans	New Mexico

Based on these interviews, the impacts that the increases in funding have accomplished are the following:

- Acquired new vehicles and drivers; improved accessibility; reduced fleet age
- Increased in number of trips they can provide
- Created new routes
- Increased frequency

- Extended hours/days of service
- Served new communities, more people have service
- Served new employment-related destinations; allow people to reach higher-paying jobs
- Provided service to communities that Greyhound no longer serves
- Improved customer services
  -- add new dispatchers to reduce wait time and telephone hours
  -- shorten travel times
- Allowed systems to keep up with rising cost of fuel and insurance; kept them out of debt
- Provided competitive salaries and better training for drivers
- Took cars off the road; improving safety, saving users money, and helping to reduce carbon-based emissions
- Increased coordination; mobility managers
- Expanded volunteer driver programs

Case Studies

Birch Tree Communities: Benton, Arkansas

Birch Tree Communities, Inc. is a private, non-profit organization that provides adults living with chronic mental illness services that range from advocacy to vocational rehabilitation. One of its most important services provided is transportation, which is only available to clients. Birch Tree Communities has facilities throughout the state of Arkansas and provides transportation to and from their facilities or other medical and employment based destinations.

Birch Tree Communities has benefited from increases in SAFETEA-LU's New Freedom (S. 5317) and JARC (S. 5316) funding. Most recently, funding from the New Freedom program allowed the community to purchase ten new vehicles with greater accessibility options such as low floors and wheelchair lifts.

Funding from the JARC has been used to support the cost of transporting clients to and from employment-based destinations. Increased funding has also allowed the Birch Tree to fund rising fuel and insurance costs, and has allowed it to maintain its existing services without going into debt.

The number of trips has increased as a result of expansion of other Birch Tree services. Both drivers and clients have expressed an appreciation for the new vehicles.

The transportation program of Birch Tree Communities is dependent on increases in rural passenger service funding in the upcoming reauthorization of SAFETEA-LU to keep service levels from having to be scaled back. Birch Tree hopes to

receive increased funds for other types of services especially for persons with disabilities and more restrictions on how funding is allocated to other transit agencies.

Bolivar County Council on Aging (BCCOA): Cleveland, Mississippi

BCCOA is a non-profit organization that provides rural public transportation services to older adults, persons with disabilities, and the general public within the Mississippi Delta. It provides demand-response, fixed-route, and ADA complimentary paratransit. Bolivar County Council on Aging's service area includes communities within Bolivar, Sunflower, Yazoo, and Washington Counties.

Through SAFETEA-LU's Section 5311 program, BCCOA expanded fixed routes to serve outlying and underserved communities, and by acquiring 32 wheelchair accessible vehicles. They have also created the Delta Rides Coalition, whose goal is to enhance accessibility to educational, health, and employment-related opportunities by providing transportation.

Ridership has increased by at least 10% thanks to the improvements, expansion of services, and coordination efforts. Consequently, residents of the Delta region can access higher paying jobs and older adults and persons with disabilities have greater mobility and access to destinations.

The Mississippi Public Transit Association has recognized BCCOA as a leader and major advocate for transportation options in the Mississippi Delta. BCCOA Executive Director, Dr. J.Y. Trice, received The Older American Distinguished Service Award from the Mississippi Department of Human Services Division of Aging and Adult Services for his outstanding work in providing more alternative transportation options for older adults in the Delta region. In May 2005 BCCOA was awarded the Transportation System of the Year Award from the Community Transportation Association of America.

The BCCOA has recommended several changes to the SAFETEA-LU legislation in the upcoming reauthorization. In addition to continued funding, they suggest more flexibility for transit agencies to apply for other grants.

Cottonwood Area Transit (CAT): Cottonwood, Arizona

CAT is a publicly owned and operated rural transit agency that provides general public transportation to cities in the Cottonwood, Arizona, area such as Clarksdale, Verde, Village, and Bridgeport. CAT provides demand-response and deviated fixed-route services.

SAFETEA-LU funding has allowed CAT to add a new dispatcher (which has reduced wait times for clients calling to schedule appointments for dial-a-ride and paratransit services), a driver, and a new bus to its fleet. Ridership has risen by 12.5% or from 3,500 to 4,000.

The expansion of services has improved the mobility and accessibility for individuals, such older adults and persons with disabilities, who depend on public transportation to meet their daily needs in the Cottonwood region and students who may stay late at school for after school activities.

As the demand for rural public transportation services and fuel prices increase, additional funding resources will be necessary to meet the needs of the Cottonwood region. The system would like to transition to fixed routes and offer complimentary curb-to-curb paratransit, but would need additional federal funding.

Country Roads Transit Randolph and Upshire Counties: West Virginia

Country Roads Transit is a two-year old system based in Randolph and Upshire Counties in West Virginia. Before SAFETEA-LU funding, the only public transportation was the Randolph Senior Center's services that were not available to the general public. The level of service provided to the seniors was also very limited.

Using Section 5311 funds from SAFETEA-LU, Country Road Transit now offers demand-response to the general public in Upshire and Randolph Counties. One van operates in Randolph County, and an average of five vehicles is used per day in Upshire County. The buses in Upshire County are currently almost at capacity during the day.

Ridership in the last fiscal year was 17,033 trips in Randolph County and 2,240 trips in Upshire County. This is an increase of 8% in Upshire County and a 4.5% increase in Randolph County. The community is taking note of the services; non-elderly riders have increased to 20% of riders. The number of vehicle miles has also increased 17% from last year.

Country Roads Transit has benefited from increased mobility for both elderly and non-elderly passengers in their communities and notes that public transportation is still only available in approximately 33 of the 55 counties in the state. They would like all rural counties in West Virginia be able to offer a basic level of service.

Eastern Sierra Transit Authority (ESTA): Bishop, California

ESTA was created in 2006 and began serving the public in July 2007. ESTA offers general public dial-a-ride, fixed-route, and intercity bus service in many towns that are

very spread out throughout Inyo and Mono Counties in California. Under SAFETEA-LU's Section 311(f) program, service can be provided to communities Greyhound no longer serves. This service is called CREST.

Although CREST has provided service to the Reno airport and connected with Kern Regional Transit to the south for years, the additional federal funding has allowed the agency to buy a larger bus to meet capacity and to increase the days of service. In FY 2007 – 2008, these two routes made 2,648 passenger trips over 53,222 miles in 1,507 service hours.

The northbound trip to the Reno airport is 250 miles one-way, and the trip takes 10.5 hours in good weather. This service is provided four days a week. Southbound service to Kern County is offered three days a week. This trip is approximately 150 miles one-way. They currently use four buses for this intercity bus program and have plans to get rid of the Kern Regional Transit component and offer service to Los Angeles County directly.

Finney County Transit (FIT): Garden City, Kansas

FIT operates out of the Senior Center of Finney County. It has provided transportation since the late 1970s. The agency operates City Link, a fixed-route service for the general public and Mini Bus, a paratransit service for the elderly and people with disabilities.

SAFETEA-LU program Section 5311 has allowed FIT to make many positive changes to provide better service to riders. In September 2007, Finney County Transit purchased three new vehicles for four new fixed routes and converted its existing demand-response service to a complimentary paratransit service. Operating hours were extended from 8:00 a.m. to 5:00 p.m. to 6:00 a.m. to 7:00 p.m. in July 2008. The agency has also added a dispatcher, who can serve as a back-up driver when paratransit drivers fall behind schedule. FIT has also been able to increase advertising and marketing.

Ridership grew by 94% within months of Finney County's service expansion in 2007. It is estimated that since the new marketing campaign ridership has increased by 200 new paratransit customers.

The expansion of service has had a major impact on the residents of Finney County. Customers report that everyone is friendly and helpful, and older adults that cannot drive express appreciation for the enhanced mobility and accessibility to the community. The fixed-route system has created a sense of community and become a public gathering space for people of diverse backgrounds.

FIT would like additional funding for rural intercity service. Riders have requested longer hours and service on the weekends, which would require an increase in Section 5311 funding. The agency would also like additional funding for subsidies to purchase more fuel efficient and environmentally friendly vehicles.

Maricopa Express: Maricopa, Arizona

Maricopa Express is a new transit operator in the City of Maricopa. After a 2007 feasibility study conducted by the city determined a need for transit within the community, SAFETEA-LU funds allowed the city to implement the Maricopa Express. The agency is operating under a two-year pilot program.

Using three new buses, there are currently four fixed routes to downtown Phoenix and six routes to the City of Tempe.

The Maricopa Express began service on April 28, 2008. During five months, more than 11,750 trips have been taken. The Arizona Department of Transportation estimates that the service has removed approximately 100 vehicles from State Route 347. As a result, the Maricopa Express is saving its users money and helping to reduce carbon-based emissions.

Community feedback has been positive. Three weeks into the service, a man told the agency that he loved the service and that he thought it was the best thing the city could have invested in. His wife used to commute 40 miles into downtown Phoenix on a congested highway, but now that she commutes by bus she comes home happier and less stressed.

Continuation of the Maricopa Express will require permanent funding since it is a pilot project. Although the city has met increasing demand for their services, many customers have requested additional routes to other cities and destinations within the region, which would require more funding.

Menominee Public Transit: Keshena, Wisconsin

The Menominee Indian Tribe of Wisconsin has been able to expand local transit service and initiated new regional service with the help of two new SAFETEA-LU created programs: Section 5311(c), the new Tribal Transit Program, and the Supplemental Transportation Rural Assistance Program, STRAP, a pilot project authorized by SAFETEA-LU until FY09.

The new Tribal Transit Program allows funds for planning, capital, and operating assistance for rural public transit and intercity bus service. Menominee Public Transit expanded existing local service using these new funds. It operates 13

buses, ten of which are ADA accessible, and seven vans, four of which are ADA accessible. It has been able to reduce headways on some routes from two hours to one.

The transit agency has worked to partner with local agencies such as the Menominee Tribal Clinic to provide increased service to their facilities, Menominee County Health & Human Services, and Menominee Aging Division. The community has responded positively to the increased service.

Table 19 shows ridership by funding source and area during the first two quarters of Calendar Year 2008. In the first two quarters of the fiscal year, the number of trips provided increased by 9,080.

Because the STRAP program offers an 80% federal match and is eligible for planning and operating projects for local public bodies in rural or non-urban areas, Menominee Public Transit has begun offering daily service to cities around the state that they couldn't have otherwise. The transit agency currently offers seven runs to Green Bay, three to Appleton, two to Wausau, and one to Madison and Milwaukee. STRAP funds have also helped cover expenses for a mobility manager.

Menominee Public Transit has applied for a New Freedom grant for the next fiscal year to help support a mobility manager that is currently funded through STRAP.

Montana

As a result of federal funding increases, Montana has increased from nine Section 5311 providers to 33 providers. Bozeman and Big Sky, Montana, are two areas that have been directly affected by SAFETEA-LU funding because the funds allowed for the creation of two new transit systems. Section 5311 funding in the state increased from $1.8 million to $6.5M since SAFETEA-LU.

Skyline: Big Sky, Montana

Big Sky is a resort community about 50 miles from Bozeman. Skyline is the new transit system that was initiated with increased S.5311 funding. The new service carries people between Bozeman and Big Sky, as well as within Big Sky. Ridership on Skyline's intercity service has grown 135% in two years. Skyline services appeal to both skiers at the resort and employees commuting from Bozeman.

This service is also beneficial because portions of highway between the two cities that are dangerous. By reducing the number of cars/drivers on the road, Skyline is hoping to increase the safety in that corridor.

Table 19: Ridership by Funding Source

Town	January 01, 2008, through March 31, 2008			April 01, 2008, through June 30, 2008			Total
	Section 5311c Tribal Transit	Section 5311	Section 5314 WI STRAP	Section 5311c Tribal Transit	Section 5311	Section 5314 WI STRAP	
Antigo			15			28	43
Appleton			142			173	315
Bonduel							0
Carter				24			24
Clintonville			6				6
Crandon			13			8	21
Eau Claire							0
Fon Du Lac			22				22
Gillett			280	276		30	586
Green Bay		10	410	20	1	485	926
Gresham			4				4
Iron Mountain			2				2
Lac Du Flambue				5			5
Keshena Ext.		94	10				104
Keshena	219	4,448	622	419	4112	766	10,586
Madison			8			25	33
Marchfield						14	14
Menasha			6			28	34
Milwaukee		2	74			89	165
Minneoplolis						6	6
Minocqua			5				5
Neenah			52			54	106
Neopit	130	3,123	2	217	3,070		6,542
New Lisbon						4	4
New London			2			2	4
Oneida						2	2
Oshkosh			11				11
Rhinelander						2	2
Rochester			2			11	13
Shawano	29	7,003	674	120	6,809	643	15,278
South Branch	23	155	5	61	261	2	507
Stevens Point			3				3
Stockbridge						3	3
Turtle Lake	32						32
Hwy VV	8	468	4		392		872
Wausau			20			37	57
Weston			2			4	6
Other							0
TOTAL	441	15,303	2,396	1,142	14,645	2,416	36,343

Streamline: Bozeman, Montana

Bozeman is the fourth largest city in Montana with a population of about 40,000. It is also home to Montana State University. Prior to SAFETEA-LU there was no public transportation in the city. Limited state funds available for transit would have meant Bozeman would have to pay a large local share. With increased federal funding, the local match is more easily attained.

Streamline is the new transit system that serves the area. The Associated Students of Montana State University in Bozeman currently play a large role in providing local matching funds for the new transit services, with about $120,000 every year. See Figure 3.

Figure 3. Streamline Transit.

OATS Missouri

OATS is a private, non-profit organization that serves 87 of 114 counties in Missouri. The agency operates transportation in seven regions with a total of 625 vehicles. As such, there are many different projects and funding opportunities throughout the state. This case study looked at what has been possible with in creased funding under the Section 5309, Section 5311, and Section 5316 programs in a few of the areas served by OATS.

Section 5309 funds have been used for a variety of projects around the state. A facility has been purchased for the East Region that serves four counties including St.

Louis. A building for the Northwest Region that will serve 18 counties is under construction, and OATS has been assisting on depot renovations in the Midwest region that will include a facility for the OATS Midwest Regional Office and a waiting room for Amtrak.

Section 5311 funds have allowed for an expansion of transportation in about 30 communities where OATS currently operates public transportation.

Missouri was a recipient of JARC funds under the predecessor of SAFETEA-LU and lost funding when the funds became apportioned. To offset these funding gaps in Branson, OATS has utilized a package using both Section 5311 and Section 5316, the new JARC, to continue providing work trips in the area. They also operate fixed routes with these funds.

Boonville is a city with a population of 8,000 in 2000. Prior to SAFETEA-LU, the only public transportation available was for the developmentally disabled community. A new project just getting underway will use at least one vehicle for general public transportation.

Continued financial federal support is needed for transportation throughout the State of Missouri and would allow people all over the state to have access to services in their communities and around the state.

OCCK, Inc. – City of Salina, Kansas

The City of Salina currently partners with OCCK, Inc. to operate and maintain its public transportation services. OCCK's CityGo provides fixed-route service in Salina, and intercity and specialized medical transportation services to communities within North Central Kansas. Initially, OCCK only operated intercity and paratransit services, which connected residents in OCCK's nine county region. In 2008, OCCK, Inc. secured 5311 funding and implemented three fixed-routes throughout the City of Salina. OCCK also coordinates with the local hospital to operate its Med-A-Van service, which provides non-emergency medical transportation to and from medical appointments in the surrounding 14 counties.

The OCCK public transit system has benefited greatly from receiving additional funds from the SAFETEA-LU authorization. For example, OCCK, Inc. has been able to expand its services and offer a variety of public transportation options to its riders such as fixed-route and the non-emergency medical service, along with its paratransit service. The OCCK CityGo service was able to acquire 6 new 20-passenger vehicles in 2008 with the assistance of 5311 capital funds. With the addition of the fixed-route services, ridership is expected to grow from 55,000 a year to about 140,000 passengers

annually. This ridership increase will yield an average growth rate of more than 154% in the course of one year.

The City of Salina and its neighboring counties have also benefited from the SAFETEA-LU funding and OCCK's CityGo's expansion of services. OCCK's CityGo service has received positive media coverage and riders often contact drivers and the local transportation office to comment on their services. Riders have stated that they would not be able to travel or "get around" without OCCK's public transportation services. With additional operating and capital funding from the 5311 program, OCCK has successfully implemented a fixed- route service and more than doubled its ridership in one year. Also, the 5311 program and partnership with local healthcare providers has enabled OCCK to provide a variety of transit options for riders such as its non-emergency medical Med-A-Van program.

River Cities Public Transit: Pierre, South Dakota

The River Cities Transit has benefited from increases in rural passenger service in the SAFETEA-LU legislation. River Cities Public Transit is the rural public transportation provider that services Pierre, Fort Pierre, Gettysburg, Lower Brule, Blunt, Harrold, Vivian, and Highmore cities. In addition, River Cities Transit provides transit services 24 hours a day and 7 days a week via fixed-route, demand- responsive, and shuttle route services.

Using JARC funds, the agency has created three new shuttle routes to employment-based destinations in outlying areas.

River Cities Public Transit also used additional funding from New Freedom grants to support longer period of time when customers can schedule trips. Customers can now schedule rides Monday through Friday from 6:00 a.m. to 9:00 p.m., and from 8:00 a.m. to 4:00 pm. on weekends.

Thanks to Section 5311 and Section 5309 funds, River Cities Public Transit has acquired 17 new vehicles and has implemented a new fixed-route service within the Pierre – Fort Pierre areas. This new service allows residents from the two communities to access entertainment, shopping, employment, and recreational destinations in downtown Pierre.

Ridership has risen more than 68% or from approximately 100,000 to 320,000 annually since SAFETEA-LU became law. They have also received written letters of appreciation from riders.

The agency would greater flexibility in match requirements, additional funding for rural passenger services, and more of a focus on fuel efficiency requirements than on Buy America requirements.

Standing Rock Public Transportation Program: Fort Yates, North Dakota

Sitting Bull College operates the Standing Rock Public Transportation Program in 14 local communities on and off of the Standing Rock Reservation through fixed-route and demand-response service. The reservation covers over 3,500 square miles in North and South Dakota.

A new intercity bus service began in February 2007 that connects Bismarck, North Dakota and Rapid City, South Dakota called the North-South Shuttle. The route is operated by the Standing Rock Public Transportation Program, but is a partnership of four transit agencies and non-profits based in both South and North Dakota.

Before SAFETEA-LU, intercity bus travel between the two cities meant traveling into Montana and Wyoming first, for over 30 hours of travel. This new service is called the North-South Shuttle, and takes only eight hours. One bus runs twice a week, with one trip in each direction per day. The route serves many small communities along the way, offering greater mobility to towns that have never before had bus service.

Although the transportation program no longer receives federal JARC funding, they use much of their state funding toward work-related transportation. They also have plans to use a federal Tribal Transit Grant to address access to medical facilities. The demand for non-emergency medical transportation off the reservation is extremely high.

The Standing Rock Public Transportation Program sees an opportunity for more coordination with additional intercity partners in the future. The Aberdeen area in northeast South Dakota has regional service, but a trip from there to Pierre still takes over 24 hours. Both North and South Dakota appear to support efforts to expand intercity connections, but there is a need for funding to make it happen.

Federal funding has given people access to services, allowing many to age in place.

Southwest Transit - Community Council of Southwest Texas: Uvalde, Texas

Southwest Transit is part of the Community Council of Southwest Texas, Inc., a private, non-profit organization. The agency provides demand-response general public transportation to seven counties in the Middle Rio Grande, or southwestern region of Texas. The Community Council of Southwest Texas has used SAFETEA-LU funding to

make improvements on existing service, expand service to new areas, and increase customer and staff satisfaction.

Southwest Transit has used SAFETEA-LU resources to finance growing cost of fuel, insurance, and inflation, improve and increase the level of service, acquire new vehicles, provide a competitive driver salary, and offer better training for drivers and staff.

Funds from the JARC program have allowed Southwest Transit to provide new service into underserved communities for employment purposes and expand days and times of existing services.

Coordination efforts have improved thanks to increases in funding. This has been pivotal in helping to reduce service duplication, operational costs, and to enhance mobility and accessibility in the Southwest Texas region. Wait times have been reduced, and a greater variety of transit services are now provided without fare increases.

Feedback from the community has been positive. Southwest Transit has played a major role in helping people overcome physical barriers allowing them to access education and employment. Positive experiences by riders with disabilities have encouraged people to become involved in Southwest Transit's planning and decision making processes.

Southwest Transit believes that rural public transportations importance to communities that need alternative transportation resources to thrive, underestimate the overall costs and benefits that this service provides. Additional funding sustains current coordination efforts, as well as support continued competitive salaries, and offer more and better services to riders.

Southern Teton Area Rapid Transit Bus (START): Jackson, Wyoming

START Bus system is unique because it functions as a rural transit operator during most months, and as a small urban system during the ski season.

The START Bus receives funding from Sections 5311 and 5311(f) of the SAFETEA-LU legislation. Increased Section 5311 funding allowed the system to expand services in high-demand areas by offering service more frequently on their routes. In April 2007, a new route, Teton Valley, was implemented to provide commuter transit services to people traveling from Drake and Victor, Idaho to Jackson, Wyoming with Section 5311(f).

As displayed in Table 20, the federal assistance for rural transit services from Section 5311 rose dramatically from the Fiscal Year 2005 to 2007. Funding for the START Bus' Section 5311(f) rural intercity bus services increased from $29,000 in FY05 to $132,000 in FY08, which was a 78% increase in funding over a three-year period. During this time, total ridership increased from 516,000 to 860,000, a 66% increase.

Table 20
START Bus Section 5311 Funding from FY05-FY07 (Proposed FY 2009)

FY 2005	FY 2006	FY2007	Proposed FY 2009
$450,000	$760,000	$960,000	$1,100,000*
Percentage Change	40%	21%	13%

*FY 2009 expects that S.5311 funding is an average of FY 2008 and proposed FY 2009 values.

Many commuters that use the new route have commented on the money, stress, and time they have saved by using the Teton Valley route. A number of seasonal workers who have employment Visas, but do not have their own vehicles, rely on the START Bus to get to work.

START would like more funding and a continuation of funding for operating and capital expenditures. They would also like to see funding for capital get re-energized so that rural communities can keep up with technological advancements and increases in service demand to deal proactively with volatile gas prices.

Tri-CAP Transit Connection: Benton, Sherburne, and Stearns Counties, Minnesota

Tri-CAP is a federally designated Community Action Program for Benton, Sherburne, and Stearns Counties in Central Minnesota. Transportation, only one of the functions of this agency, is available to the general public and all vehicles are wheelchair accessible. All service is demand-responsive.

In January 2008 Tri-CAP Transit Connection began using funds from New Freedom to expand its volunteer driver program for medical trips for the elderly and people with disabilities. Tri-CAP established a resource center and sent a mailing to seniors regarding how to be connected with a volunteer driver. The agency has also partnered with six other programs that have volunteer drivers.

Before SAFETEA-LU there were options for transportation for seniors, but the costs were prohibitive for many people. Originally service was only provided to clients with open cases with health care providers or the county. Two particularly vulnerable groups were wheelchair-bound clients and low-income clients who earned too much money to qualify for Medicaid. Now the volunteer driver program can offer medical

trips to the elderly as well as people with cognitive and physical disabilities. People recovering from cancer or heart attacks are also eligible in many cases.

Tri-Cap Transit Connection had 150 volunteer drivers as of July 2008, only seven months after the New Freedom funding became available. Working with the six other partners that also have a volunteer driver program, 12,984 one-way medical passenger trips were provided between January and July of 2008. If additional funds were available, trips for non-medical purposes could also be offered through this program.

West Texas Opportunities, Inc.: Laredo, Texas

West Texas Opportunities, Inc. is a private, non-profit organization that was established as a result of the Economic Opportunity Act of 1964 to help residents of their region access employment and to reduce poverty. This agency provides critical programs to 22 counties in the West Texas region, which include Head Start, comprehensive energy assistance, community services block grants, childcare management, and transportation services.

Funding from SAFETEA-LU allowed West Texas Opportunities to budget for a maintenance coordinator, order 19 low-floor minivans, and four type-II cutaway buses, centralize dispatch, hire new drivers in various sites, add serve to the city of Big Bend, and purchase improved dispatch software**.** The maintenance coordinator has been instrumental in helping to adequately manage and maintain the aging fleet. The new vehicles reduce the average age of the fleet and improve fuel efficiency, which helps since many of the communities are sparsely populated and distances between sites can be relatively long. Each of the vehicles will include mobile data terminals and computers. Centralizing dispatch operations reduced scheduling staff load by 4.5 dispatchers, which directly influenced the increase in the number of drivers.

West Texas Opportunities has been better able to serve its special populations such as older adults who cannot drive and depend on their services to meet their basic daily needs thanks to SAFETEA-LU funding. Ridership has grown steadily and trips are expected to increase as demand for transportation in the West Texas region continues to rise. The reorganization of dispatch operations into centralized communications and scheduling, fleet and technology improvements, and expansion of new services to the city of Big Bend, West Texas Opportunities, has provided new and better services to historically underserved communities and access to life sustaining destinations.

West Texas Opportunities, Inc. would like to see an increased funding for rural public transportation, partially to help with increasing fuel prices and for capital acquisition for aging fleets.

Western Kenosha County Transit: Kenosha County, Wisconsin

Kenosha County, located in southeastern Wisconsin, has a population of about 160,000. Of this population, approximately 34,000 live in rural areas throughout six townships and three villages. Kenosha County Department of Human Services operates transportation services through the Division of Aging and Disability.

Prior to SAFETEA-LU, the only public transportation available was for seniors and people with disabilities going to one of three destinations. The Department of Aging used one vehicle to serve seniors and people with disabilities. The service was to three common destinations such as to a senior center for nutrition programs or to a shopping center. There were few patrons and the level of service was inadequate. The county also had no Medicaid transportation providers, cabs, or wheelchair accessible vehicles, because the state reimbursement rate made it unprofitable in the area.

Under the SAFETEA-LU pilot project STRAP, the required local match is 20%. This allowed for the creation of a transit system open to the general public in September 2007. The local match now comes from the Department of Aging, whose transportation needs are still being met.

The agency leases four accessible vehicles. A drawback of the STRAP funding is that vehicles must be leased. The agency has applied for a New Freedom grant that would allow the system to purchase vehicles; staff believes this should improve efficiency.

The system is currently operating three fixed routes and one demand-response route between 8:00 a.m. and 5:00 p.m. Monday through Friday. The demand-response vehicle serves the original clientele and is at capacity. Ridership on one of the three fixed routes has recently surpassed the number of riders of the more established demand-response service. Between March and August 2008, ridership averaged 543 per month for the system compared to 178 per month before the expansion. Vehicle hours have increased to 820 per month compared to 123 per month.

The service has been well received; an on-board rider survey showed that 70% of riders were under 65 years old and only 30% had a disability that prevented them from using a car.

A key component to the success of this program has been the local support of agencies and government officials. Kenosha County realizes that STRAP funds are temporary and that they need the community to recognize the importance of the services so that when the federal match of 80% is reduced, the level of service doesn't drop. Communication with officials has also led to talks of creating an entity to coordinate among multiple counties.

Z Trans by Zia Therapy, Inc.: Alamogordo, New Mexico

Z-Trans is a private, non-profit transportation entity operated by Zia Therapy, Inc. Z-Trans provides general public passenger transportation services to various small cities such as Alamogordo, Holloman, and Mescalero. Its services include two fixed routes, three deviated fixed routes, and demand-responsive paratransit. Alamogordo provides transportation to services like childcare, early childhood, teen, and adult programs.

The State of New Mexico does not have a State Transit Fund. Receiving SAFETEA-LU funds is therefore critical. Z-Trans currently utilizes Section 5311, JARC tribal transportation, and other private funding.

This transit provider used the additional funds received from the increases in funding for rural passenger services to expand services to other communities with unmet transportation needs. Beyond adding new routes, Z-Trans has installed bigger and more appealing bus stop signs to increase ridership. Funds have also been instrumental in helping to keep up with rising fuel and insurance costs.

Ridership has increased dramatically from 2,000 passengers per month in 2005 to 8,000 per month by of the end of 2007. Ridership continues to rise as Z-Trans' routes expand to underserved areas, bus stop signs become more visible, and makes customer service a priority. On-time performance is about 95%. In September, Z-Trans received the 2008 Outstanding Public Service Award by FTA.

Z-Trans believes that additional funding should be dedicated to green technologies such as rebates or subsidies to purchase more fuel-efficient vehicles.

Local Assessment of Increased SAFETEA-LU Funding

General Conclusions

All interviewees were excited about the improved transportation services they have been able to offer members of their communities. Agencies care about their riders and care about serving populations they are still unable to reach. Riders have given positive feedback in all case studies.

Recent increases in funding under SAFETEA-LU have helped rural transit agencies become more efficient and offer better services, and therefore serve more people. More specifically, the following types of improvements have been realized:

- *Hired dispatchers, drivers, or mobility managers*
- *Centralized dispatch operations*
- *Increased coordination efforts with other agencies*
- *Increased marketing and advertising*
- *Added bus stop signs*
- *Expanded routes to underserved or unserved areas*
- *Expanded clients eligible for transportation (from elderly to general public)*
- *Offered new routes*
- *Offered new or more efficient service between cities*
- *Operated longer hours*

In summary, the funding increases have improved access to medical appointments, work sites, and groceries. People have also been able to utilize new intercity services that ceased when intercity services were reduced in past years.

With rising fuel costs, the operating budgets were strained for transportation agencies of all sizes in all regions of the country. An increase in funding for operations would help many agencies provide the services that have become costly over the past few years. To be proactive, many agencies would like increased subsidies for purchasing vehicles that are more fuel-efficient. In addition, rural transit agency performance would benefit from:

- *Flexibility in matching requirements*
- *Flexibility in applying for other grants*
- *Additional help with capital costs*
- *Fewer Buy America restrictions*
- *Increase in funding for services for people with disabilities*

Although every system would provide more money, agencies would use additional funds in ways that would make services better for the riders in the community, and aim to increase riders. Some goals are to:

- *Expand the hours of service*
- *Offer service on weekends*
- *Create new routes*
- *Transition from demand-response to fixed-route service*
- *Assist other counties in starting up basic service in counties with no transit*

BARRIERS TO DEVELOPMENT OF NEW OR EXPANDED SERVICES

Two major financial barriers cited to developing new or expanding rural transit services are 1) increases in operating costs (fuel, insurance), and 2) lack of state and local matching funds. Increases in the cost of fuel and insurance are effectively reducing the increased funding made available through SAFETEA-LU. This has curtailed the ability to increase services with the additional funding, as shown in Table 21.

Table 21
Major Barriers

What were the major barriers to the development of new or expanded rural or intercity transportation in your state?		
Answer Options	**Response Percent**	**Response Count**
lack of state and local matching funds	**84.2%**	**16**
shortage of state staff to manage the program	42.1%	8
need for coordinated plan	26.3%	5
increased cost of fuel	**89.5%**	**17**
increased cost of insurance	42.1%	8
decrease in revenue from state fuel tax	21.1%	4
Other (please specify)		7
answered question		19
skipped question		2

Even with the increase in federal funding, most states and local areas are having difficulty raising the funds to match the increased federal funds. Availability of state and local funding for transit in rural areas is highly dependent on the economy (sales taxes, property taxes, real estate transfer taxes, auto tag fees) or the consumption of gas (gas tax). The current economic conditions have decreased the amount of revenue available to states and local communities to support rural transit initiatives.

Another constraint from the state perspective is the shortage of state staff to manage the increases in existing programs and new programs. Some of the most important challenges facing state transit program managers involve their expanding role in managing FTA programs, particularly with implementation of SAFETEA-LU. State DOTs have taken on new and expanding roles in the administration of transit programs and funding over the past two decades. These have included expansion of their responsibilities for administering the federal transit programs as well as expansion of many of the state-sponsored programs. Increased workloads associated with these expanding roles and responsibilities are coupled with current staff shortages in the

transit sections of most state DOTs. Further, state options for hiring staff are limited and constrained, even with the availability of additional federal funds.

Overall, the research conducted for NCHRP 20-65(7) - *Evaluation of States' Ability to Have Adequate Staff Resources to Implement Federal Public Transit Programs* concluded that most states do not have the staff resources needed to adequately manage the federal transit programs. Further, state options for hiring staff are limited and constrained, even with the availability of additional federal funds. And, while there is little reported turnover, State DOTs have difficulty attracting new staff to transit positions and may be headed for a crisis as staff members retire.

Clearly, state staffing levels for transit program management have not been increasing in response to the growth in FTA programs. Intuitively, as the state-administered federal funds increase, the demands passed along to the states in terms of administrative responsibility for these funds also rises. But, based on the survey of state transit units conducted under another project, the research team found that state transit staffing levels were at their highest in 2000, just as the federal funding levels were being increased because of TEA-21. A steady decline in staffing occurred over the next five years with a low point set in 2005 even though funding continued to increase each year.

This increase in state's role and need to create new program policies/procedures/guidelines at the state level has probably led, in part, to the lapse in time between funding authorization and projects being implemented in local communities.

APPENDIX A

Survey Form

J6/Task 71

Introduction

This survey is being conducted for **TCRP PROJECT J-6, TASK 71 - *RURAL TRANSIT ACHIEVEMENTS: ASSESSING THE OUTCOMES OF INCREASED SAFETEA-LU FUNDING FOR RURAL PASSENGER SERVICES.***

The objective of this research project is to provide useful data and information on the changes in rural public and intercity bus transportation that have resulted from the increases in funding made available through the SAFETEA-LU. The survey results will assist the FTA, Congress, and other stakeholders as they prepare for the next funding reauthorization cycle by providing an understanding of what has been achieved with the new funding.

We estimate that the survey will require between 15-30 minutes to complete. If you have any questions concerning the survey effort, please contact Sue Knapp with KFH Group at 301-951-8660 or sknapp@kfngroup.com

State

Which State do you represent?

Please provide contact information

Contact Name

Phone Number

E-mail address

Transit Statistics

First, we'd like to ask you some questions about the rural transit programs in your state.

Does your state compile *annual transit statistics* on rural public transit, intercity bus services, JARC transportation and New Freedom transportation (e.g., number of systems, passengers, miles, hours, vehicles)?

- ◯ Yes
- ◯ No

Transit Statistics

How can we obtain printed or web documents with the annual transit statistics?

Transit Program Changes

Have you made changes to the rural public and intercity bus transportation programs in your state since SAFETEA-LU was authorized in August 2005?

- ◯ Yes
- ◯ No

Transit Program Changes

How was your transportation program changed?

Were the changes as a result of increases in SAFETEA-LU funding?

- ◯ Yes
- ◯ No

Comment

Transit Program Changes

If not, why were they made? What were the changes attempting to accomplish?

Local Exemplary Systems

Can you identify local exemplary systems or projects in your state that could be used to "tell the story" of how increased funding has benefited residents in rural communities? If so, can you provide contact information for each?

Barriers to New or Expanded Services

What were the major barriers to the development of new or expanded rural or intercity transportation in your state?

- ☐ lack of state and local matching funds
- ☐ shortage of state staff to manage the program
- ☐ need for coordinated plan
- ☐ increased cost of fuel
- ☐ increased cost of insurance
- ☐ decrease in revenue from state fuel tax

Other (please specify)

Section 5311 Program - Rural Public Transit

J6/Task 71

The following questions explore the impact that SAFETEA-LU has had on the **Section 5311** Program in your state.

How much have, or do you expect, to actually spend under your S.5311 Program in SFY 2004-2009?

SFY 2004
SFY 2005
SFY 2006
SFY 2007
SFY 2008
SFY 2009

In which state fiscal year did you begin to increase funding under your S.5311 program as a result of SAFETEA-LU?

- ◯ SFY 2005
- ◯ SFY 2006
- ◯ SFY 2007
- ◯ SFY 2008
- ◯ SFY 2009
- ◯ Have not yet increased funding

Comment

Section 5311 Program - Rural Public Transit

The following questions explore how much services provided by your **S.5311** operators have increased in your state as a result of SAFETEA-LU.

Please estimate what percentage of your S.5311 funding increase was used on the following:

	Percentage
Create new transit service or projects	
Improve service levels on existing services	
Replace existing vehicles/decrease the average age on transit vehicles in the State)	
Improve transit facilities	
Other: (specify below)	

Specifics for Other

Section 5311 Program - Rural Public Transit

J6/Task 71

Can you estimate the number of one-way passenger trips provided by the S.5311 grantees in your state?

SFY 2005 [ ]
SFY 2006 [ ]
SFY 2007 [ ]
SFY 2008 [ ]

Can you estimate the number of vehicles operated by the S.5311 grantees in your state?

SFY 2005 [ ]
SFY 2006 [ ]
SFY 2007 [ ]
SFY 2008 [ ]

Are there any other improvements to your S.5311 program as a result of increased SAFETEA-LU funding?

[ ]

Section 5310 Program - E&D Transportation

The following questions explore the impact that SAFETEA-LU has had on the **Section 5310** Program in your state.

How much have, or do you expect, to actually spend under your S.5310 Program in SFY 2004-2009?

SFY 2004 [ ]
SFY 2005 [ ]
SFY 2006 [ ]
SFY 2007 [ ]
SFY 2008 [ ]
SFY 2009 [ ]

In which state fiscal year did you begin to increase funding under your S.5310 program as a result of SAFETEA-LU?

- ◯ SFY 2005
- ◯ SFY 2006
- ◯ SFY 2007
- ◯ SFY 2008
- ◯ SFY 2009
- ◯ Have not yet increased funding

Comment [ ]

J6/Task 71

Section 5310 Program - E&D Transportation

The following questions explore how much services provided by your **S.5310** operators have increased in your state as a result of SAFETEA-LU.

Please estimate what percentage of your S.5310 funding increase was used on the following:

	Percentage
Create new transit service or projects	
Improve service levels on existing services	
Replace existing vehicles/decrease the average age on transit vehicles in the State)	
Improve transit facilities	
Other: (please explain)	

Section 5310 Program - E&D Transportation

Can you estimate the number of one-way passenger trips provided by the S.5310 grantees in your state?

SFY 2005
SFY 2006
SFY 2007
SFY 2008

Can you estimate the number of vehicles operated by the S.5310 grantees in your state?

SFY 2005
SFY 2006
SFY 2007
SFY 2008

Are there any other improvements to your S.5310 program as a result of increased SAFETEA-LU funding?

Section 5311(f) - Intercity Bus

The following questions explore the impact that SAFETEA-LU has had on the **Section 5311(f)** Program in your state.

Does your state have a S.5311(f) Intercity Bus Program?

- ◯ Yes
- ◯ No

J6/Task 71

Section 5311(f) - Intercity Bus

Did you increase funding for your S.5311(f) program as a result of SAFETEA-LU?

- ◯ Yes
- ◯ No

Comment

Section 5311(f) - Intercity Bus

In which state fiscal year did you begin to increase funding under your S.5311(f) program as a result of SAFETEA-LU?

- ◯ SFY 2005
- ◯ SFY 2006
- ◯ SFY 2007
- ◯ SFY 2008
- ◯ SFY 2009
- ◯ Have not yet increased funding

Please estimate what percentage of your S.5311(f) funding increase was used on the following:

	Percentage
Create new transit service or projects	
Improve service levels on existing services	
Replace existing vehicles/decrease the average age on transit vehicles in the State)	
Improve transit facilities	
Other: (please explain)	

Section 5311(f) - Intercity Bus

How much have, or do you expect, to actually spend under your S.5311(f)Program in SFY 2004-2009?

SFY 2004	
SFY 2005	
SFY 2006	
SFY 2007	
SFY 2008	
SFY 2009	

J6/Task 71

Section 5311(f) - Intercity Bus

The following questions explore how much services provided by your S.5311(f) operators have changed in your state as a result of SAFETEA-LU.

Can you estimate the number of one-way passenger trips provided by the S.5311(f) grantees in your state?

SFY 2005 ☐
SFY 2006 ☐
SFY 2007 ☐
SFY 2008 ☐

Can you estimate the number of vehicles operated by the S.5311(f)grantees in your state?

SFY 2005 ☐
SFY 2006 ☐
SFY 2007 ☐
SFY 2008 ☐

Are there any other improvements to your S.5311(f)program as a result of increased SAFETEA-LU funding?

☐

Section 5316 Program - JARC Program

The following questions explore the impact that SAFETEA-LU has had on the **S.5316 JARC** Program in your state.

Did you have a State-wide JARC Program prior to the formalization of the program under SAFETEA-LU?

◯ Yes
◯ No

Other (please specify)

☐

Section 5316 Program - JARC Program

Was your state's funding for JARC increased or decreased as a result of SAFETEA-LU?

◯ Increased
◯ Decreased
◯ Remained the Same

J6/Task 71

Did the number of grantees or projects increase as a result of SAFETEA-LU?

- ◯ Yes
- ◯ No

Section 5316 Program - JARC Program

How much have, or do you expect, to actually spend under your JARC Program in SFY 2004-2009?

SFY 2004	
SFY 2005	
SFY 2006	
SFY 2007	
SFY 2008	
SFY 2009	

How many JARC grantees did or will you have in the following fiscal years?

SFY 2004	
SFY 2005	
SFY 2006	
SFY 2007	
SFY 2008	
SFY 2009	

How many JARC projects did or will you have in the following fiscal years?

SFY 2004	
SFY 2005	
SFY 2006	
SFY 2007	
SFY 2008	
SFY 2009	

Section 5316 Program - JARC Program

Can you estimate the number of one-way passenger trips provided by the JARC grantees in your state?

SFY 2005	
SFY 2006	
SFY 2007	
SFY 2008	

J6/Task 71

Can you estimate the number of vehicles operated by the JARC grantees in your state?

SFY 2005
SFY 2006
SFY 2007
SFY 2008

Are there any other improvements to your JARC program as a result of increased SAFETEA-LU funding?

Section 5317 Program - New Freedom

The following questions explore the impact that SAFETEA-LU has had on the **S.5317 New Freedom** Program in your state.

How much have, or do you expect, to actually spend under your New Freedom Program in SFY 2006-2009?

SFY 2006
SFY 2007
SFY 2008
SFY 2009

How many New Freedom grantees did or will you have in the following fiscal years?

SFY 2006
SFY 2007
SFY 2008
SFY 2009

How many New Freedom projects did or will you have in the following fiscal years?

SFY 2006
SFY 2007
SFY 2008
SFY 2009

Section 5317 Program - New Freedom

Can you estimate the number of one-way passenger trips provided by the New Freedom grantees in your state?

SFY 2005
SFY 2006
SFY 2007
SFY 2008

J6/Task 71

Can you estimate the number of vehicles operated by the New Freedom grantees in your state?

SFY 2005 [ ]
SFY 2006 [ ]
SFY 2007 [ ]
SFY 2008 [ ]

Are there any other improvements to your New Freedom program as a result of increased SAFETEA-LU funding?

[ ]

Thank You!

Thank you so much for your time!

APPENDIX B: POTENTIAL STATE INFORMATION SOURCES INDICATIVE OF SAFETEA-LU FUNDED ACTIVITIES IN SUPPORT OF INCREASED RURAL TRANSIT SERVICES

State	Online information potentially indicative of rural SAFETEA-LU impacts
Alabama	Data were not found online
Alaska	Data were not found online
American Samoa	Data were not found online
Arizona	2006-2007 apportionments: http://www.azdot.gov/PTD/PDF/SAFETEALU_Arizona_Appropriations.pdf Arizona Rides: http://www.azdot.gov/PTD/AzRides.asp (links to 2006, 2007 annual reports – no actual data though coordination plans) Rural needs study: http://www.azdot.gov/PTD/ArizonaRuralTransitNeedsStudy.asp
Arkansas	2006(?) data in 2007 directory: http://www.arkansashighways.com/planning/F%20&%20E/PT%20Directory%202007.pdf map dated March 2004 with links to local system profiles: http://www.arkansashighways.com/planning/PT/PT%20Systems%20map%206-9-05_2.pdf
California	JARC/New Freedom awards: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/JARC-NF-Small.PDF 5311 distribution through 2009: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/5311-Apportionments.pdf DMT is currently in the process of developing a statewide transit database" (May 2007): http://www.dot.ca.gov/hq/MassTrans/Transit-Research.html
Colorado	online system directory, data is spotty and data year not indicated : http://www.coloradotransit.com/transitdirectory.php
Connecticut	Data were not found online
DC	No rural areas
Delaware	Data were not found online
Florida	2005: http://www.dot.state.fl.us/transit/Pages/TrendsandConditionsReport2006.pdf While I couldn't find more recent data online, here is what the Florida Commission for the Transportation Disadvantaged collects from the local coordinated systems: http://www.dot.state.fl.us/ctd/docs/2007AORInstructions.pdf There is a login place, so systems appear to submit this data online.
Georgia	Data were not found online
Guam	Data were not found online
Hawaii	Data were not found online
Idaho	Data were not found online
Illinois	Data were not found online
Indiana	through 2006: http://www.in.gov/indot/3579.htm
Iowa	without operating data: http://www.iatransit.com/services/agencies.asp awarded projects: http://www.dot.state.ia.us/five_year/fy08_transit_program_tables.pdf
Kansas	without operating data: http://www.kutc.ku.edu/cgiwrap/kutc/RTAP_transit.php
Kentucky	
Louisiana	Directory of subrecipients without data: http://www.dotd.louisiana.gov/intermodal/transit/resource/resource.asp
Maine	2007 information scattered throughout: http://www.maine.gov/mdot/passenger-

State	Online information potentially indicative of rural SAFETEA-LU impacts
	transportation-planning/bop.php
Maryland	Data were not found online
Massachusetts	Data were not found online
Michigan	2006: http://www.michigan.gov/mdot/0,1607,7-151-9625_21607-55117--,00.html
Minnesota	2007 and earlier: http://www.dot.state.mn.us/transit/transitreports/07/index.html
Mississippi	Data were not found online
Missouri	2004-2007 Ridership by funding program: http://www.modot.org/othertransportation/transit/documents/Ridership_by_Funding_Program_2004_2007.pdf
Montana	Data were not found online
Northern Mariana Islands	Data were not found online
Nebraska	directory, no operating data: http://www.dor.state.ne.us/rpt/transit-dir/TransitDir.pdf rural 2005 transit study on their site which can be downloaded through a link on this page: http://www.dor.state.ne.us/rpt/transit-dir/index.htm (I didn't download the report yet because it's a huge file to download and figured the data might be too old anyway.)
Nevada	Data were not found online
New Hampshire	Data were not found online
New Jersey	Data were not found online
New Mexico	some FY07 aggregate ridership data here: http://nmshtd.state.nm.us/main.asp?secid=11203 This page includes a link to "Client Referral, Ridership and Financial Tracking System (CRRAFT)" which I wasn't able to open. With breakouts by grant and system are available through here: http://nmshtd.state.nm.us/main.asp?secid=11204
New York	Annual Report on Public Transportation Assistance Programs in New York State, 2001-2003: https://www.nysdot.gov/portal/page/portal/divisions/policy-and-strategy/transit-bureau/public-transportation/reports-publications#B 2004: https://www.nysdot.gov/portal/page/portal/divisions/policy-and-strategy/transit-bureau/public-transportation/reports-publications/2004report 2005: https://www.nysdot.gov/portal/page/portal/divisions/policy-and-strategy/transit-bureau/public-transportation/reports-publications/2005report
North Carolina	2006: http://www.ncdot.org/transit/nctransit/download/OperatingStatisticsSummary.pdf
North Dakota	Data were not found online
Ohio	2005: http://www.dot.state.oh.us/ptrans/PDF_FILES/SOT/2006%20SOT%20layout.pdf 2006: http://www.dot.state.oh.us/ptrans/PDF_FILES/SOT/2006%20SOT%20Combined.pdf
Oklahoma	rural projects, with 2006 data: http://www.okladot.state.ok.us/transit/s5311/index.htm directory with no data: http://www.okladot.state.ok.us/transit/pdfs/2006dir.pdf
Oregon	Data were not found online
Pennsylvania	numerous publications: http://www.dot.state.pa.us/Internet/Bureaus/pdBPT.nsf/infoBPTBureauReports?ReadForm
Puerto Rico	DOT site is in Spanish. There was nothing obviously useful in the La Autoridad Metropolitana de Autobuses section.

State	Online information potentially indicative of rural SAFETEA-LU impacts
Rhode Island	Data were not found online
South Carolina	2006: http://www.sddot.com/fpa/transit/docs/FY2006StatisticalReport.pdf
South Dakota	doesn't seem to have data online but does seem to collect it: http://www.sddot.com/fpa/transit/transitreporting.asp
Tennessee	http://www.tdot.state.tn.us/publictrans/docs/annualreport.pdf
Texas	2006: http://www.dot.state.tx.us/publications/public_transportation/transit_stats_2006.pdf 2002-2005: http://www.dot.state.tx.us/publications/public_transportation/transit_statistics.pdf
Utah	Data were not found online
Vermont	some aggregate data in the 2007 statewide plan: http://www.aot.state.vt.us/PublicTrans/Documents/PTPP/Chapter%204%20-%20Key%20Issues%20for%20Vermont.pdf
Virgin Islands	Data were not found online
Virginia	2002-2006: http://www.drpt.virginia.gov/studies/files/Transit%20Performance%20Report%20-%20FINAL.pdf
Washington	2006: http://www.wsdot.wa.gov/Transit/Library/Summary2006.htm
West Virginia	aggregate ridership data in the 2006 provider directory: http://www.wvdot.com/2_buses/2006WVTransportationProvidersDirectory.pdf
Wisconsin	http://www.dot.state.wi.us/localgov/transit/newfreedom-awarded.htm http://www.dot.state.wi.us/localgov/docs/newfreedom-projects08.pdf
Wyoming	Data were not found online

APPENDIX C

Obligation for State Programs (2004-2007)

TABLE 6

FY 2007 OBLIGATIONS BY PROGRAM AND BY STATE

STATE	CAPITAL PROGRAM	%	URBAN AREA FORMULA	%	ELDERLY/PERS. WITH DISABIL.	%	Interstate Transfer Transit	%	NON-URBAN FORMULA	%
Alabama	$29,071,594	40.5	$24,282,006	33.4	$2,800,000	3.8		0.0	13,719,028.0	18.9
Alaska	39,887,[illegible]	48.4	19,878,784	20.7	0	0.0		0.0	8,364,613.0	12.0
Arizona	109,240,346	56.5	[illegible]174,046	30.5	7,136,466	3.8		0.0	17,364,709.0	9.0
Arkansas	7,281,837	40.8	7,318,428	41.0	0	0.0		0.0	1,500,000.0	8.4
American Samoa									594,881.0	
California	377,879,710	29.0	767,917,043	[illegible]	64,194,881	4.8		0.0	84,078,847.0	[illegible]
Colorado	119,908,728	60.4	59,443,793	29.9	1,481,307	0.7		0.0	7,209,410.0	3.6
Connecticut	62,745,911	[illegible]	110,429,001	[illegible]	1,440,128	0.8		0.0	2,633,[illegible].0	1.4
Delaware	1,278,334	10.1	11,418,418	[illegible]	0	0.0		0.0	0.0	0.0
District of Columbia	110,246,766	[illegible]	0	0.0	[illegible]	0.3		0.0	0.0	0.0
Florida	99,[illegible]	30.1	249,244,295	71.0	7,609,221	2.3		0.0	12,067,947.0	[illegible]
Georgia	76,125,718	34.4	102,283,730	46.5	2,989,249	1.4		0.0	26,884,024.0	12.2
Guam	0	0.0	0	0.0	0	0.0		0.0	833,428.0	100.0
Hawaii	7,380,000	[illegible]	21,160,000	73.5	0	0.0		0.0	0.0	0.0
Idaho	[illegible]	16.7	8,328,016	47.8	544,416	2.2		0.0	5,423,478.0	31.1
Illinois	249,[illegible],708	49.0	270,684,157	49.0	0	0.0		0.0	12,449,263.0	2.3
Indiana	22,150,201	25.2	60,287,673	57.2	2,419,918	2.7		0.0	11,314,916.0	12.8
Iowa	8,403,600	16.4	14,877,156	28.4	1,290,868	2.6		0.0	10,039,672.0	25.8
Kansas	8,484,181	21.5	11,903,075	48.3	1,020,513	4.1		0.0	6,723,109.0	[illegible]
Kentucky	7,502,478	17.4	18,794,308	43.6	1,879,794	4.3		0.0	11,280,089.0	[illegible]
Louisiana	27,479,704	[illegible]	86,846,199	61.2	1,281,879	1.2		0.0	8,668,860.0	8.2
Maine	8,041,618	8.7	11,021,714	82.6	[illegible],726	3.2		0.0	4,851,288.0	22.1
Northern Mariana Island	0	0.0	0	0.0	0	0.0		0.0	[illegible]150.0	100.0
Maryland	69,875,[illegible]	29.7	96,183,289	40.1	1,[illegible]	1.1		0.0	4,378,843.0	2.5
Massachusetts	118,151,784	31.0	[illegible],423,704	[illegible]	0	0.0		0.0	3,086,310.0	0.8
Michigan	82,[illegible],944	22.9	91,240,[illegible]	61.0	4,043,847	2.7		0.0	19,441,184.0	10.6
Minnesota	68,123,864	22.7	77,486,172	[illegible]	787,200	0.8		0.0	13,801,477.0	10.6
Mississippi	1,943,867	5.6	6,438,760	18.4	1,314,415	3.7		0.0	12,[illegible],779.0	36.3
Missouri	25,653,112	21.5	70,849,070	[illegible]	2,308,142	1.9		0.0	12,160,008.0	10.2
Montana	3,[illegible],216	16.6	[illegible]	14.0	488,011	2.2		0.0	13,086,[illegible].0	[illegible]
Nebraska	2,329,717	21.1	1,556,199	14.1	707,197	6.4		0.0	5,799,215.0	52.1
Nevada	21,481,418	64.6	16,988,041	32.1	0	0.0		0.0	80,000.0	0.1
New Hampshire	0	0.0	8,607,263	[illegible]	[illegible]	[illegible]		0.0	3,870,100.0	34.9
New Jersey	366,436,120	33.0	469,[illegible]	63.9	48,000	0.0		0.0	2,310,494.0	0.3
New Mexico	1,281,[illegible]	3.2	20,984,815	[illegible]	1,[illegible],420	4.0		0.0	14,732,644.0	[illegible]
New York	1,074,496,725	44.2	1,316,877,734	54.2	8,182,[illegible]	0.3		0.0	[illegible]	[illegible]
North Carolina	87,848,087	54.0	62,159,848	23.1	0	0.0		0.0	21,834,257.0	13.1
North Dakota	1,257,287	18.0	3,549,821	50.5	0	0.0		0.0	25,000.0	0.4
Ohio	64,517,204	21.5	118,808,687	56.7	4,207,827	2.0		0.0	17,818,[illegible].0	8.6
Oklahoma	8,288,882	[illegible]	14,690,467	37.2	1,544,612	4.0		0.0	10,847,[illegible].0	28.0
Oregon	149,274,800	66.5	64,612,153	25.4	4,411,287	2.0		0.0	8,087,522.0	[illegible]
Pennsylvania	221,998,616	42.5	262,470,700	50.7	10,225,249	2.0		0.0	16,342,220.0	3.6
Puerto Rico	29,[illegible]	61.1	2,003,288	5.6	1,765,[illegible]	3.0		0.0	1,225,[illegible].0	2.4
Rhode Island	8,224,887	16.6	40,035,976	72.5	0	0.0		0.0	434,000.0	0.8
South Carolina	1,244,218	4.6	11,073,040	41.1	1,772,741	6.6		0.0	9,718,000.0	36.1
South Dakota	8,248,480	[illegible]	5,007,089	25.0	0	0.0		0.0	5,444,660.0	45.0
Tennessee	31,587,633	39.7	31,846,603	43.0	1,804,652	2.2		0.0	18,712,[illegible].0	17.6
Texas	146,152,871	30.4	278,322,478	57.6	7,267,444	1.5		0.0	31,[illegible],190.0	6.4
Utah	87,408,771	71.0	34,847,158	28.2	0	0.0		0.0	0.0	0.0
Vermont	4,581,058	22.4	2,960,482	15.5	347,008	1.6		0.0	10,[illegible].0	[illegible]
Virgin Island	297,000	100.0	0	0.0	0	0.0		0.0	0.0	0.0
Virginia	15,862,316	11.2	104,884,848	74.3	0	0.0		0.0	17,058,867.0	12.1
Washington	180,439,887	43.1	181,718,882	60.6	3,018,874	0.7		0.0	8,398,814.0	[illegible]
West Virginia	5,480,800	20.1	8,088,513	34.1	0	0.0		0.0	8,902,440.0	32.4
Wisconsin	14,869,800	18.7	48,385,482	61.5	2,024,803	2.6		0.0	9,262,457.0	11.8
Wyoming	[illegible]	2.8	1,101,[illegible]	11.2	[illegible]	0.0		0.0	5,619,[illegible].0	57.4
TOTAL	$3,[illegible]		$3,[illegible],419		$187,[illegible]		$0		$4[illegible]	
Percent of Total	37.6		33.4		1.5		0.0		4.6	

STATE	STATE RTAP	%	JOB ACCESS REV COMM.	%	OVER-THE-ROAD BUS	%	EMERGENCY SUPPLEMENTAL	%	PLANNING (METRO/STATE CPG)	%
Alabama	$178,277	0.2	$2,477,[illegible]	3.4	$154,560	0.2		0.0		0.0
Alaska	80,500	0.1	1,120,738	1.2	25,700	0.0		0.0	390,490	[illegible]
Arizona	227,776	0.1	2,[illegible],367	...	0			-		-
Arkansas	0	0.0	0	0.0	0	0.0		0.0	1,732,[illegible]	9.7
American Samoa	0		0		0					
California	236,053	0.0	8,446,[illegible]	0.6	0	0.0		0.0	49,472,[illegible]	3.8
Colorado	113,327	0.1	714,622	0.4	0	0.0		0.0	6,[illegible],727	2.1
Connecticut	84,815	0.0	1,160,225	0.6	76,000	0.0		0.0		0.0
Delaware	0	0.0	0	0.0	0	0.0		0.0		0.0
District of Columbia	0	0.0	700,[illegible]	0.5	0	0.0		0.0	415,786	0.3
Florida	218,287	0.1	0	0.0	[illegible]	0.0		0.0	3,515,601	1.5
Georgia	294,051	0.1	0	0.0	0	0.0		0.0	2,249,[illegible]	1.0
Guam	0	0.0	0	0.0	0	0.0		0.0		0.0
Hawaii	0	0.0	0	0.0	0	0.0		0.0	329,488	1.1
Idaho	95,847	0.5	16,978	0.1	0	0.0		0.0	86,383	0.5
Illinois	184,090	0.0	2,062,[illegible]	0.4	171,370	0.0		0.0	6,[illegible],394	1.2
Indiana	150,972	0.2	1,230,676	1.4	61,804	0.1		0.0	280,840	0.3
Iowa	145,443	0.4	1,557,604	4.0	170,760	0.4		0.0	3,020,919	7.8
Kansas	165,000	0.6	381,819	1.4	0	0.0		0.0		0.0
Kentucky	174,906	0.4	1,[illegible],729	3.2	0	0.0		0.0	16,[illegible]	0.0
Louisiana	150,953	0.1	1,771,221	1.5	0	0.0	15,482,278	[illegible]	1,099,[illegible]	0.9
Maine	107,[illegible]	0.5	[illegible],228	4.0	43,[illegible]	0.2		0.0	88,284	0.4
Northern Mariana Island	0	0.0	0	0.0	0	0.0		0.0		0.0
Maryland	109,363	0.1	1,241,278	0.5	204,298	0.1		0.0	8,468,[illegible]	4.8
Massachusetts	96,705	0.0	0	0.0	[illegible],978	0.1		0.0	2,[illegible]	0.8
Michigan	214,1[illegible]	0.1	732,228	0.5	82,[illegible]	0.0		0.0	2,740,418	1.8
Minnesota	143,542	0.1	[illegible]	0.2	184,411	0.1		0.0	5,171,278	4.0
Mississippi	181,128	0.5	0	0.0	0	0.0	12,704,[illegible]	35.0	[illegible],747	2.4
Missouri	178,218	0.1	1,679,216	1.4	0	0.0		0.0	6,000,[illegible]	5.0
Montana	211,[illegible]	1.0	0	0.0	0	0.0		0.0	744,418	3.5
Nebraska	105,[illegible]	1.0	105,[illegible]	0.9	30,000	0.3		0.0	410,071	3.7
Nevada	0	0.0	[illegible],125	0.2	42,[illegible]	0.1		0.0		0.0
New Hampshire	95,372	0.9	114,174	1.0	60,[illegible]	0.5		0.0		0.0
New Jersey	[illegible],500	0.0	8,203,702	0.7	[illegible]	0.0		0.0	4,432,052	0.4
New Mexico	208,520	0.5	175,[illegible]	0.4	79,300	0.2		0.0	[illegible]	2.0
New York	0	0.0	1,432,[illegible]	0.1	812,[illegible]	0.0	6,000,000	0.2	16,864,085	0.7
North Carolina	0	0.0	100,780	0.1	[illegible]	0.1		0.0	[illegible],281	0.6
North Dakota	0	0.0	0	0.0	0	0.0		0.0	2,066,704	29.5
Ohio	244,483	0.1	436,[illegible]	0.2	100,000	0.0		0.0	679,276	0.3
Oklahoma	152,349	0.4	0	0.0	0	0.0		0.0	601,227	1.5
Oregon	120,179	0.1	1,[illegible],529	0.7	0	0.0		0.0	[illegible],275	0.4
Pennsylvania	245,736	0.0	480,000	0.1	237,[illegible]	0.1		0.0	3,827,494	0.7
Puerto Rico	79,739	0.2	0	0.0	0	0.0		0.0	1,[illegible],221	4.5
Rhode Island	70,330	0.1	0	0.0	[illegible],281	0.5		0.0	[illegible]	0.7
South Carolina	150,940	0.4	0	0.0	0	0.0		0.0		0.0
South Dakota	[illegible],879	0.8	0	0.0	0	0.0		0.0		0.0
Tennessee	185,[illegible]	0.2	[illegible],165	5.6	0	0.0		0.0	[illegible],847	1.4
Texas	330,825	0.1	7,879,220	1.6	3,[illegible],402	0.7	720,[illegible]	0.1	7,[illegible],102	1.5
Utah	0	0.0	0	0.0	0	0.0		0.0		0.0
Vermont	37,357	0.2	[illegible]	1.6	28,406	0.1		0.0	328,400	1.7
Virgin Island	0	0.0	0	0.0	0	0.0		0.0		0.0
Virginia	170,030	0.1	[illegible],670	0.4	[illegible],287	0.1		0.0	2,148,984	1.5
Washington	135,820	0.0	1,[illegible],771	0.6	146,[illegible]	0.0		0.0	2,[illegible]	0.7
West Virginia	122,430	0.7	[illegible],183	3.6	0	0.0		0.0	[illegible]	0.5
Wisconsin	231,404	0.3	8,677,276	5.3	[illegible]	0.5		0.0	482,[illegible]	0.6
Wyoming	31,335	0.3	0	0.0	0	0.0		0.0	1,[illegible]	18.4
TOTAL	$[illegible],522,774		$[illegible],416		$[illegible],738		$31,917,084		$1[illegible]	
Percent of Total	0.1		0.4		0.1		0.2		1.5	

STATE	SECTIONS 338 / 344 / 115 PNRS PROJ	%	NEW FREEDOM	%	CLEAN FUEL	%	ALTERNATIVE ANALYSIS	%
Alabama		0.0		0.0		0.0		0.0
Alaska		0.0		0.0		0.0		0.0
Arizona		-	628,237	0.4		0.0		0.0
Arkansas		0.0		0.0		0.0		0.0
American Samoa								
California	8,004,[illegible]	0.2	1,808,261	0.1	247,800.0	0.0	1,237,800.0	0.1
Colorado		0.0		0.0	1,[illegible],840.0	0.9		0.0
Connecticut	6,000,000	3.2	640,703	0.3		0.0		0.0
Delaware		0.0		0.0		0.0		0.0
District of Columbia	2,970,000	2.4	80,000	0.1		0.0		0.0
Florida	[illegible],840	0.0		0.0		0.0		0.0
Georgia		0.0		0.0	4,646,000.0	2.1		0.0
Guam		0.0		0.0		0.0		0.0
Hawaii		0.0		0.0		0.0		0.0
Idaho		0.0	10,[illegible]	0.1		0.0		0.0
Illinois		0.0	2,[illegible]	0.4		0.0	1,000,000.0	0.2
Indiana		0.0		0.0		0.0		0.0
Iowa		0.0	643,[illegible]	1.7		0.0		0.0
Kansas		0.0		0.0		0.0		0.0
Kentucky		0.0		0.0	1,130,[illegible].0	2.6		0.0
Louisiana		0.0		0.0		0.0		0.0
Maine		0.0		0.0		0.0		0.0
Northern Mariana Island		0.0		0.0		0.0		0.0
Maryland		0.0		0.0		0.0	2,[illegible].0	1.7
Massachusetts	4,700,000	1.2		0.0		0.0	[illegible].0	0.2
Michigan		0.0	91,625	0.0		0.0		0.0
Minnesota		0.0		0.0		0.0	500,000.0	0.4
Mississippi		0.0		0.0		0.0		0.0
Missouri		0.0	120,270	0.1		0.0		0.0
Montana		0.0		0.0		0.0		0.0
Nebraska		0.0		0.0		0.0		0.0
Nevada		0.0		0.0	1,400,000.0	[illegible]		0.0
New Hampshire		0.0		0.0		0.0		0.0
New Jersey	11,220,[illegible]	1.0		0.0		0.0	8,167,[illegible].0	0.7
New Mexico		0.0	14,700	0.0		0.0		0.0
New York	1,[illegible]	0.1		0.0		0.0		0.0
North Carolina		0.0		0.0		0.0		0.0
North Dakota		0.0	61,243	0.7		0.0		0.0
Ohio		0.0	272,130	0.1	1,160,180.0	0.5		0.0
Oklahoma	1,670,[illegible]	4.3		0.0		0.0		0.0
Oregon		0.0	[illegible]	[illegible]		0.0	1,500,000.0	0.7
Pennsylvania		0.0	80,000	0.0		0.0		0.0
Puerto Rico		0.0		0.0		0.0		0.0
Rhode Island		0.0		0.0	3,167,[illegible].0	3.4		0.0
South Carolina	2,[illegible],500	11.1		0.0		0.0		0.0
South Dakota		0.0		0.0		0.0		0.0
Tennessee		0.0		0.0		0.0		0.0
Texas	961,[illegible]	0.2	[illegible]	0.1		0.0		0.0
Utah		0.0		0.0		0.0	[illegible],000.0	0.8
Vermont		0.0		0.0		0.0		0.0
Virgin Island		0.0		0.0		0.0		0.0
Virginia		0.0	72,[illegible]	0.1		0.0		0.0
Washington	1,[illegible]	0.4	1,272,[illegible]	0.4		0.0	750,000.0	0.2
West Virginia		0.0		0.0		0.0		0.0
Wisconsin		0.0		0.0		0.0	750,000.0	0.9
Wyoming		0.0	[illegible]	2.3		0.0		0.0
TOTAL	$[illegible],436,387		$[illegible]		$[illegible],725,610		$15,745,[illegible]	
Percent of Total	0.3		0.1		0.1		0.1	

STATE	ALTERNATIVE TRANSP (PARKS & PUBLIC LANDS)	%	NATIONAL RESEARCH	%	TOTAL OBLIGATIONS	% of Total	Rank
Alabama		0.0	80,000.0	0.1	$72,711,464	0.7	27
Alaska	4,700,000.0	7.8		0.0	$64,046,[illegible]	0.6	[illegible]
Arizona		0.0		0.0	$[illegible],370	1.9	14
Arkansas		0.0		0.0	$17,[illegible]	0.2	44
American Samoa					$594,881		
California		0.0	4,[illegible].0	0.3	$1,3[illegible],123,[illegible]	13.4	2
Colorado	1,[illegible],000.0	0.8		0.0	$1[illegible],812	1.9	13
Connecticut		0.0		0.0	$1[illegible],488	1.8	16
Delaware		0.0		0.0	$12,[illegible],740	0.1	47
District of Columbia		0.0		0.0	$122,776,[illegible]	1.2	22
Florida	700,000.0	0.2		0.0	$3[illegible]	3.3	9
Georgia		0.0	3,[illegible].0	1.5	$219,282,179	2.1	11
Guam		0.0		0.0	$[illegible]	0.0	54
Hawaii		0.0		0.0	$2[illegible]	0.3	38
Idaho		0.0		0.0	$17,4[illegible]	0.2	45
Illinois		0.0	347,[illegible].0	0.0	$5[illegible],144,400	5.2	4
Indiana		0.0		0.0	$87,[illegible]	0.8	25
Iowa		0.0	646,190.0	1.7	$39,015,[illegible]	0.4	34
Kansas		0.0		0.0	$2[illegible]	0.2	40
Kentucky		0.0		0.0	$43,146,[illegible]	0.4	32
Louisiana		0.0		0.0	$1[illegible]	1.0	24
Maine	1,[illegible],000.0	7.3		0.0	$2[illegible],941,[illegible]	0.2	42
Northern Mariana Island		0.0		0.0	$[illegible],130	0.0	53
Maryland		0.0		0.0	$17[illegible],361	1.7	18
Massachusetts	175,000.0	0.0	75,000.0	0.0	$[illegible],746,740	3.7	7
Michigan		0.0		0.0	$147,[illegible],151	1.4	19
Minnesota		0.0	30,000.0	0.0	$1[illegible],010,214	1.2	20
Mississippi		0.0		0.0	$3[illegible],210	0.3	37
Missouri		0.0		0.0	$11[illegible]	1.1	23
Montana		0.0		0.0	$21,[illegible],184	0.2	41
Nebraska		0.0	60,000.0	0.5	$11,0[illegible],151	0.1	50
Nevada		0.0		0.0	$4[illegible]	0.5	31
New Hampshire		0.0		0.0	$11,104,[illegible]	0.1	48
New Jersey		0.0		0.0	$773,[illegible]	7.4	3
New Mexico		0.0	75,000.0	0.2	$3[illegible],941,[illegible]	0.4	33
New York		0.0	1,041,307.0	0.0	$2,4[illegible]	23.1	1
North Carolina		0.0	75,000.0	0.0	$16[illegible],874	1.6	17
North Dakota		0.0		0.0	$6,976,[illegible]	0.1	52
Ohio		0.0		0.0	$2[illegible]	2.0	12
Oklahoma		0.0	75,000.0	0.2	$3[illegible],746,720	0.4	35
Oregon	60,000.0	0.0		0.0	$22[illegible],140	2.1	10
Pennsylvania		0.0		0.0	$[illegible],167,724	4.8	5
Puerto Rico		0.0		0.0	$3[illegible]	0.3	36
Rhode Island		0.0		0.0	$5[illegible],262,[illegible]	0.5	30
South Carolina		0.0		0.0	$2[illegible],040,[illegible]	0.3	39
South Dakota		0.0		0.0	$11,[illegible]	0.1	49
Tennessee		0.0		0.0	$73,[illegible]	0.7	26
Texas		0.0		0.0	$4[illegible],817,[illegible]	4.8	6
Utah		0.0		0.0	$123,044,[illegible]	1.2	21
Vermont		0.0	80,000.0	0.3	$19,3[illegible]	0.2	43
Virgin Island		0.0		0.0	$297,000	0.0	55
Virginia		0.0	383,240.0	0.3	$141,227,782	1.3	19
Washington		0.0	80,000.0	0.0	$300,01[illegible]	2.8	8
West Virginia		0.0	1,240,380.0	5.0	$17,[illegible]	0.2	46
Wisconsin		0.0		0.0	$80,327,[illegible]	0.8	28
Wyoming		0.0		0.0	$9,784,[illegible]	0.1	51
TOTAL	$[illegible],223,000		$12,373,[illegible]		$10,[illegible]	100.0	
Percent of Total	0.1		0.1		100.0		

Note: Does not include Management Training ($182,007) and Research Projects ($1,[illegible])

TABLE 5
FY 2007 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING BY PROGRAM AND BY POPULATION GROUP

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY / SEC. TRAINING / ADMIN	TOTAL	% of Total
	BUS	FIXED GUIDEWAY MOD	NEW STARTS							
Misc. FHWA Transfer Projects	888,608	0	0	350,000	0	$1,238,608	0	0	$1,238,608	0.1
Job Access / Reverse Commute	719,051	0	0	0	0	$719,051	2,630,845	0	$3,349,896	0 7
SUB-TOTAL	**$242,537,890**	**$467,497**	**$5,954,840**	**$5,270,933**	**$0**	**$254,231,160**	**$257,649,715**	**$0**	**$511,880,875**	4.9
RURAL AND UNDER 50,000										
Capital Program	$129,721,955	$45,515,801	$30,089,363	$392,040	$0	$205,719,159	$3,000,000	$0	$208,719,159	23.1
Non-urbanized Area Formula	208,618,253	0	0	1,131,632	6,822,774	$209,749,885	277,141,777	0	$493,714,436	54.5
Alternative Analysis	0	0	0	500,000	0	$500,000	0	0	$500,000	0.1
Planning (Metro, State, Alter. Analysis)	129,511	0	0	152,861,557	838,761	$152,991,068	0	0	$153,829,829	17.0
Clean Fuels	6,687,500	0	0	0	0	$6,687,500	0	0	$6,687,500	0.7
New Freedom	2,120,598	0	0	0	0	$2,120,598	930,635	0	$3,051,233	0.3
National Research	646,186		0	750,000	223,270	$1,396,186	887,096		$2,506,552	
Interstate Substitute	0	0	0	0	0	$0	0	0	$0	0.0
Emergency Supplemental	0	0	0	0	0	$0	0	0	$0	0.0
Job Access / Reverse Commute	5,937,860	0	15,000	264,816	0	$6,217,676	21,787,941	0	$28,005,616	3.1
Alt. Trans./Parks & Public Land	3,425,000	0	0	700,000	0	$4,125,000	0	0	$4,125,000	0.1
Urbanized Area	747,501			0		$747,501	541,037	0	$1,288,538	
Misc. FHWA Transfer Projects	0	1,872,280	0	313,200	0	$2,185,480	795,020	0	$2,980,500	0.3
SUB-TOTAL	**$358,034,364**	**$47,388,081**	**$30,104,363**	**$156,913,245**	**$7,884,805**	**$592,440,053**	**$305,083,506**	**$0**	**$905,408,363**	8.6
ELDERLY AND PERSONS WITH DISABILITIES	**$157,195,598**	**$0**	**$0**	**$0**	**$0**	**$157,195,598**	**$0**	**$0**	**$157,195,598**	1.5
OVER-THE-ROAD BUS	**$6,961,739**	**$0**	**$0**	**$0**	**$0**	**$6,961,739**	**$0**	**$0**	**$6,961,739**	0.1
TOTAL	**$3,766,080,732**	**$3,709,792,969**	**$2,035,278,898**	**$244,299,506**	**$7,884,805**	**$9,763,336,900**	**$754,475,576**	**$2,430,034**	**$10,520,242,509**	100.0

NOTE: Metropolitan Planning obligations reported in the >1M population group also include obligations for all areas <1M population.
Non-urbanized Area Formula capital includes Project and State Administration; Operating includes Intercity Bus Program Reserve.
State Infrastructure Bank, National RTAP, and Oversight obligations are not included. Urb. Area Formula operating obligations for areas >1M popul. are from carryover funds and CMAQ.
Does not include Research $1,909,352 and Management Training $162,007

TABLE 10
FY 2007 PURCHASES BY TYPE OF MOTOR VEHICLE AND PROGRAM

Program		40 ft. Bus	35 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van	Sta. Wagon/ Sedan	Trolley Bus	Bus Commuter Suburban	Bus dual Mode	Bus Used	Intercity bus	School bus	Ferry Boat	TOTAL	Percent of Total
Urb Area Formula	#	1,519	258	119	790	116	651	23	28	95	0	1	-9	0	0	3,591	41 7
	$	$341,997,682	$74,497,010	$21,469,414	$56,430,419	$74,488,560	$25,999,602	$501,900	$17,639,845	$19,860,800	$0	$150,000	$211,525	$0	$0	$633,246,757	63.1
Capital	#	208	132	121	496	8	335	8	13	16	4	0	0	1	0	1,342	15 6
	$	$63,915,181	$31,042,023	$22,729,516	$32,601,580	$4,325,505	$11,356,379	$156,839	$2,639,028	$4,472,933	$495,000	$0	$0	$49,500	$0	$173,783,484	17 3
Elderly / Disabled	#	19	2	168	870	0	1,079	65	0	0	0	0	0	1	0	2,204	25 6
	$	$1,612,594	$72,731	$9,209,773	$39,087,121	$0	$32,435,372	$2,036,149	$0	$0	$0	$0	$0	$68,744	$0	$84,522,484	8 4
Emergency	#	0	25	15	17	0	0	0	8	0	0	0	0	0	0	65	0.8
Supplementals	$	$0	9,036,863	3,650,000	1,110,000	$0	$0	$0	2,775,000	$0	$0	$0	$0	$0	$0	16,571,863	2
Non-urb. Area Formula	#	27	17	90	542	0	511	11	4	0	0	0	9	0	0	1,211	14 1
	$	$7,097,208	$4,003,908	$11,294,093	$27,228,865	$0	$16,176,569	$232,043	$441,293	$0	$0	$0	$4,601,366	$0	$0	$71,075,345	7 1
Alt. Trans/Parks &	#	4	0	8	0	0	2	0	0	0	0	0			0	14	0.2
Public	$	$1,680,000	$0	$1,160,000	$0	$0	$70,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,910,000	0 3
Clean Fuels	#	37	4	8	2	0	8	0	0	0	4	0	0	0	0	63	0 7
	$	$10,600,860	$837,500	$2,528,000	$145,120	$0	$900,000	$0	$0	$0	$680,130	$0	$0	$0	$0	$15,691,610	1 6
New Freedom	#	1	0	0	10	0	10	0	0	0	0	2	0	0	0	23	0 3
	$	$94,143	$0	$0	$600,312	$0	$359,612	$0	$0	$0	$0	$35,054	$0	$0	$0	$1,089,121	0 1
Job Access/Rev. Com.	#	1	0	3	26	0	57	0	0	0	0	0	0	0	0	87	1 0
	$	$51,932	$0	$165,630	$1,790,580	$0	$1,126,255	$0	$0	$0	$0	$0	$0	$0	$0	$3,134,397	0 3
Over-the-Road Bus	#	$0	$0	$0	0	$0	0	$0	$0	0	0	0	2	0	0	2	0 0
	$	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$69,959	$0	$0	$69,959	0 0
Misc. FHWA Trfs	#	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0 1
	$	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$916,768	$916,768	0 1
Total	#	**1,816**	**438**	**532**	**2,753**	**124**	**2,653**	**107**	**53**	**111**	**8**	**3**	**2**	**2**	**5**	**8,607**	100 0
	$	**$427,049,600**	**$119,490,035**	**$72,206,426**	**$158,993,997**	**$78,814,065**	**$88,423,789**	**$2,926,931**	**$23,495,166**	**$24,333,733**	**$1,175,130**	**$185,054**	**$4,882,850**	**$118,244**	**$916,768**	**$1,003,011,788**	100 0
Percent of Total	#	21.1	5.1	6.2	32.0	1.4	30.8	1.2	0 6	1.3	0 1	0 0	0 0	0 0	0 1	100 0	
	$	42.6	11 9	7.2	15 9	7 9	8.8	0 3	2 3	2.4	0 1	0 0	0 5	0 0	0 1	100 0	

NOTE: A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.
If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement.

TABLE 11
FY 2007 PURCHASES BY TYPE OF MOTOR VEHICLE AND POPULATION GROUPING

Population Grouping		40 ft. Bus	35 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van	Sta. wagon Sedan	Trolleu bus	Bus Commuter Suburban	Bus dual mode	Bus Used	Intercity bus	School bus	Ferry Boat	TOTAL	Percent of Total
> 1,000,000	#	1,298	127	68	423	108	353	4	20	58	0	0	-9	0	3	2,453	28.5
	$	$287,438,217	$41,952,343	$15,377,097	$33,238,479	$71,279,494	$13,074,862	$3,200	$17,337,115	$19,555,782	$0	$0	$211,525	$0	$32,556	$499,500,670	49 8
200,000 - 1,000,000	#	355	137	51	285	4	322	15	15	52	8	0	0	0	2	1,246	14 5
	$	$96,012,137	$36,318,485	$10,473,100	$18,351,743	$3,014,471	$14,863,336	$286,039	$4,227,590	$4,405,951	$1,175,130	$0	$0	$0	$884,212	$190,012,194	18 9
50,000 - 200,000	#	62	115	91	282	8	104	12	9	1	0	2	0	0	0	686	8.0
	$	$18,990,484	$28,892,489	$14,163,058	$19,634,568	$3,000,000	$2,853,292	$369,500	$814,328	$372,000	$0	$150,000	$0	$0	$0	$89,239,719	8 9
Rural or State DOTs	#	101	59	322	1,783	4	1,874	76	9	0	0	1	11	2	0	4,222	49 1
	$	$24,608,762	$12,326,718	$32,193,171	$87,769,207	$1,520,100	$57,632,299	$2,268,192	$1,116,133	$0	$0	$35,054	$4,671,325	$118,244	$0	$224,259,205	22 4
Total	#	**1,816**	**438**	**532**	**2,753**	**124**	**2,653**	**107**	**53**	**111**	**8**	**3**	**2**	**2**	**5**	**8,607**	100 0
	$	**$427,049,600**	**$119,490,035**	**$72,206,426**	**$158,993,997**	**$78,814,065**	**$88,423,789**	**$2,926,931**	**$23,495,166**	**$24,333,733**	**$1,175,130**	**$185,054**	**$4,882,850**	**$118,244**	**$916,768**	**$1,003,011,788**	100 0
Percent of Total	#	21 1		6.2	32 0	1.4	30 8	1.2	0 6	1 3	0 1	0 0	0 0	0 0	0 1	100 0	
	$	42 6		7.2	15 9	7.9	8 8	0 3	2 3	2 4	0 1	0 0	0 5	0 0	0.1	100 0	

NOTE: Grantees for the Elderly / Persons with Disabilities Program are State DOTs, although the vehicles may be used for urban or rural areas.
Negative numbers indicate budget revisions from previously obligated grants.

TABLE 34
FY 2007 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

STATE	RANK	TOTAL OBLIGATION AMOUNT	% of Total	TOTAL NO. OF VEHICLES	%	30-40 FT. BUSES		< 30 FT. BUSES		SCHOOL BUSES		VANS		SEDANS/ STATION WAGONS		OTHER	
						#	$	#	$	#	$	#	$	#	$	#	$
Alabama	11	$2,800,000	1.8	0	0.0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0
Arizona	6	7,138,498	4.5	245	11.1	0	0	0	0	0	0	245	6,436,400	0	0	0	0
California	1	64,194,851	40.8	346	15.7	146	7,762,217	3	159,354	0	0	152	5,777,468	45	1,696,653	0	0
Colorado	23	1,481,207	0.9	23	1.0	13	785,164	10	350,485	0	0	0	0	0	0	0	0
Connecticut	24	1,440,108	0.9	33	1.5	0	0	16	640,000	0	0	17	680,000	0	0	0	0
District of Columbia	36	366,156	0.2	11	0.5	0	0	5	180,000	0	0	5	93,600	1	44,400	0	0
Florida	4	7,908,221	5.0	181	8.2	0	0	97	5,374,081	0	0	69	1,829,558	15	214,440	0	0
Georgia	10	2,969,256	1.9	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	33	558,416	0.4	11	0.5	0	0	7	265,000	0	0	4	91,000	0	0	0	0
Indiana	12	2,413,518	1.5	78	3.5	0	0	0	0	0	0	78	2,310,308	0	0	0	0
Iowa	25	1,360,585	0.9	5	0.2	1	20,000	0	0	0	0	4	187,452	0	0	0	0
Kansas	28	1,060,513	0.7	37	1.7	0	0	0	0	0	0	36	1,045,857	1	14,656	0	0
Kentucky	17	1,876,704	1.2	37	1.7			0	0	0	0	37	1,480,000	0	0	0	0
Louisiana	27	1,251,873	0.8	30	1.4	0	0	0	0	0	0	30	1,005,232	0	0	0	0
Maine	31	659,726	0.4	13	0.6	2	128,120	8	347,344	1	68,744	2	37,966	0	0	0	0
Maryland	16	1,986,299	1.3	30	1.4	0	0	30	1,844,715	0	0	0	0	0	0	0	0
Michigan	9	4,043,947	2.6	71	3.2	1	73,440	46	3,216,453	0	0	24	641,639	0	0	0	0
Minnesota	29	787,200	0.5	7	0.3	0	0	7	787,200	0	0	0	0	0	0	0	0
Mississippi	26	1,314,415	0.8	33	1.5	0	0	16	598,274	0	0	17	294,763	0	0	0	0
Missouri	13	2,305,142	1.5	78	3.5	0	0	0	0	0	0	78	2,013,004	0	0	0	0
Montana	34	465,011	0.3	11	0.5	0	0	8	351,307	0	0	3	66,350	0	0	0	0
Nebraska	30	707,197	0.4	16	0.7	0	0	0	0	0	0	16	536,478	0	0	0	0
New Hampshire	35	396,686	0.3	8	0.4	0	0	8	337,892	0	0	0	0	0	0	0	0
New Jersey	38	65,000	0.0	1	0.0	0	0	1	61,050	0	0	0	0	0	0	0	0
New Mexico	20	1,599,420	1.0	55	2.5	0	0	14	428,890	0	0	41	1,148,408	0	0	0	0
New York	3	8,192,602	5.2	199	9.0	19	1,612,594	171	5,460,317	0	0	9	129,600	0	0	0	0
Ohio	8	4,207,327	2.7	71	3.2	0	0	0	0	0	0	71	1,968,458	0	0	0	0
Oklahoma	22	1,544,612	1.0	37	1.7	0	0	9	429,000	0	0	28	923,000	0	0	0	0
Oregon	7	4,411,287	2.8	23	1.0	3	340,077	9	878,134	0	0	11	430,399	0	0	0	0
Pennsylvania	2	10,225,285	6.5	227	10.3	0	0	176	7,901,600	0	0	51	1,837,808	0	0	0	0
Puerto Rico	18	1,795,292	1.1	26	1.2	0	0	13	917,605	0	0	13	709,605	0	0	0	0
South Carolina	19	1,773,741	1.1	18	0.8	0	0	18	709,014	0	0	0	0	0	0	0	0
Tennessee	21	1,564,632	1.0	44	2.0	0	0	33	1,135,084	0	0	11	206,049	0	0	0	0
Texas	5	7,357,444	4.7	61	2.8	4	173,486	52	2,665,612	0	0	2	52,172	3	66,000	0	0
Vermont	37	347,005	0.2	7	0.3	0	0	7	347,005	0	0	0	0	0	0	0	0
Washington	15	2,018,674	1.3	42	1.9	0	0	37	1,688,139	0	0	5	111,036	0	0	0	0
Wisconsin	14	2,024,203	1.3	60	2.7	0	0	60	1,821,783	0	0	0	0	0	0	0	0
Wyoming	32	583,545	0.4	29	1.3	0	0	9	191,783	0	0	20	391,762	0	0	0	0
TOTAL		$157,196,598	100.0	2,204	100.0	189	$10,895,098	870	$39,087,121	1	$68,744	1,079	$32,435,372	65	$2,036,149	0	$0
(Percent of Vehicles by Type)				*100.0*		*8.6*		*39.5*		*0.0*		*49.0*		*2.9*		*0.0*	

TABLE 35
NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 2007 BY STATE AND BY CATEGORY

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	PLANNING	STATE ADMIN.	TOTAL OBLIGATIONS	% OF TOTAL	RANK
Alabama	$2,613,760	$5,399,617	$2,559,150	$176,277	$3,146,478	$13,895,282	2.8	11
Alaska	3,739,511	2,991,163	868,282	104,319	731,747	8,435,022	1.7	29
American Samoa	470,681			0	124,000	594,681	0.1	48
Arizona	4,780,972	8,079,043	3,277,777	302,776	1,445,917	17,886,485	3.6	6
Arkansas	(83,940)	1,500,000	83,940	0	0	1,500,000	0.3	44
California	8,079,356	14,649,713		236,053	1,366,278	24,331,400	4.9	3
Colorado	1,282,063	4,412,282	593,096	113,327	921,969	7,322,737	1.5	30
Connecticut	1,338,139	955,524		126,818	297,926	2,718,407	0.6	42
Florida	909,436	10,507,425		218,297	676,086	12,311,244	2.5	18
Georgia	8,892,293	14,304,723		384,051	3,397,008	26,978,075	5.5	2
Guam		708,422		0	125,016	833,438	0.2	47
Idaho	893,912	2,296,095	1,464,455	95,647	769,017	5,519,126	1.1	36
Illinois	3,500,000	4,741,645	2,583,226	184,090	1,620,512	12,629,473	2.6	16
Indiana	925,444	9,979,871	9,600	159,972	400,000	11,474,887	2.3	19
Iowa	2,314,870	7,456,851		443,595	0	10,215,316	2.1	23
Kansas	1,100,000	4,788,609	483,500	165,000	351,000	6,888,109	1.4	31
Kentucky	1,098,932	9,511,104		174,906	650,000	11,434,942	2.3	20
Lousiana	289,800	7,247,030		150,853	1,330,028	9,017,711	1.8	27
Maine	622,623	2,141,899	1,140,504	107,673	716,256	4,728,955	1.0	37
Maryland	1,203,462	3,123,183		109,363	50,000	4,486,008	0.9	38
Massachussets		2,599,564		96,705	458,746	3,155,015	0.6	41
Michigan	3,311,157	12,130,027		214,199	0	15,655,383	3.2	9
Minnesota	2,529,600	9,759,364	12,951	214,910	1,228,194	13,745,019	2.8	12
Mississippi	4,863,108	3,517,716	2,563,072	601,416	1,411,595	12,956,907	2.6	14
Missouri	750,000	10,428,007		176,218	972,001	12,326,226	2.5	17
Montana	4,034,478	4,260,754	3,103,519	208,125	1,662,968	13,269,844	2.7	13
Nebraska	2,036,646	2,708,477	146,813	105,239	863,282	5,860,457	1.2	33
Nevada		0		50,000	0	50,000	0.0	50
New Hampshire	1,082,413	1,587,104	734,470	95,372	466,113	3,965,472	0.8	39
New Jersey	67,039	1,649,212	322,764	88,500	271,869	2,399,384	0.5	43
New Mexico	4,207,856	5,142,838	4,301,999	242,120	1,045,651	14,940,464	3.0	10
New York	2,980,261	206,025		0	0	3,186,286	0.6	40
North Carolina	7,392,139	1,577,682	9,954,436	0	2,400,000	21,324,257	4.3	4
North Dakota		0		25,000	0	25,000	0.0	51
Northern Mariana	962,130	0		0	0	962,130	0.2	46
Ohio	5,808,941	11,510,652		244,483	200,000	17,764,076	3.6	7
Oklahoma	662,414	7,832,168	944,280	153,848	1,407,327	11,000,037	2.2	22
Oregon	1,160,687	6,149,666		129,179	1,287,170	8,726,702	1.8	28
Pennsylvania	972,449	15,474,751	121,000	245,736	1,774,133	18,588,069	3.8	5
Puerto Rico	412,472	637,861		79,739	185,353	1,315,425	0.3	45
Rhode Island		434,003		70,338		504,341	0.1	49
South Carolina	699,037	4,712,671	2,955,229	159,949	1,351,101	9,877,987	2.0	24
South Dakota		3,567,672	1,877,188	89,879	0	5,534,739	1.1	35
Tennessee	908,475	10,278,732	1,526,792	185,988	0	12,899,987	2.6	15
Texas	9,896,795	15,626,597	4,691,801	333,925	880,000	31,429,118	6.4	1
Vermont	4,000,059	2,511,339	3,865,604	87,357	585,966	11,050,325	2.2	21
Virginia	8,936,858	8,118,509		170,030	0	17,225,397	3.5	8
Washington	1,845,681	6,459,120	183,447	207,965	839,221	9,535,434	1.9	25
West Virginia	1,576,578	3,440,496		122,430	885,366	6,024,870	1.2	32
Wisconsin	2,267,235	6,650,676	24,546	221,404	350,000	9,513,861	1.9	26
Wyoming	334,121	3,375,895	1,297,456	81,335	612,119	5,700,926	1.2	34
TOTAL	$117,669,943	$277,141,777	$51,690,897	$7,954,406	$39,257,413	$493,714,436	100.0	
Percent of Total	*23.8*	*56.1*	*10.5*	*1.6*	*8.0*	*100.0*		

TABLE 37
FY 2007 NON-URBANIZED AREA FORMULA OBLIGATIONS FOR VEHICLES

	35' - 40' BUS		30' BUS		<30' BUS		TROLLEY STYLE BUS		COMMUTER/ INTERCITY BUS		VANS		STATION WAGONS & SEDANS		FY 2006 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama					21	$1,091,278					39	$1,372,482			60	$2,463,760
Alaska	5	1,341,800	4	1128000	10	487,564					2	85,000			21	3,042,364
American Samoa											1	65,000			1	65,000
Arizona			10	1,128,000	22	1,688,041					2	70,225			34	2,886,266
California	11	3,248,759	18	2,225,684	8	507,866					8	545,411			45	6,527,720
Colorado	3	566,000	3	129,225	2	73,080	1	103,998			4	110,560			13	982,863
Connecticut			1	281,600	21	991,414									22	1,273,014
Florida	1	100,000			0						5	459,436			6	559,436
Georgia					138	4,427,520			5	4,218,693					143	8,646,213
Idaho					5	285,000									5	285,000
Illinois					62	3,500,000									62	3,500,000
Indiana					11	443,000					14	406,452			25	849,452
Iowa			1	69,723	2	65,076					10	451,187			13	585,986
Kentucky					0						14	542,932			14	542,932
Louisiana					0						6	200,830			6	200,830
Maine					0				3	301,256	1	53,757	1	23,243	5	378,256
Maryland			2	256,000	12	779,394									14	1,035,394
Michigan			3	222,400	29	1,569,421					2	40,400			34	1,832,221
Minnesota					45	2,469,600					2	60,000			47	2,529,600
Mississippi	4	2,520,000			19	1,350,065									23	3,870,065
Missouri					0						23	750,000			23	750,000
Montana			15	2,186,501	10	234,500			1	81,417	4	73,630			30	2,576,048
Nebraska					0						24	919,200			24	919,200
New Hampshire					0		2	257,295							2	257,295
New Mexico					25	896,229	1	80,000			8	262,280			34	1,238,509
New York					(1)	34,375									(1)	34,375
North Carolina			4	1,184,000	23	1,049,160					184	3,920,171			211	6,153,331
Northern Marianas	5	500,000	3	200,000	0						2	140,000			10	840,000
Ohio			1	79,200	0						46	1,598,565			47	1,677,765
Oklahoma					3	190,000					2	58,100			5	248,100
Pennsylvania			2	480,000	2	108,000									4	588,000
South Carolina					3	129,162									3	129,162
Tennessee					0						24	705,735			24	705,735
Texas					33	2,393,600					32	1,318,000			65	3,711,600
Vermont	11	2,270,954	11	892,560	6	336,486									28	3,500,000
Virginia			9	576,000	0						28	1,181,216			37	1,757,216
Washington	3	202,557			17	1,234,234					2	50,000			22	1,486,791
West Virginia					10	800,000					10	520,000			20	1,320,000
Wisconsin	1	351,046	3	255,200	4	94,800					12	216,000	10	208,800	30	1,125,846
	44	$11,101,116	90	$11,294,093	542	$27,228,865	4	$441,293	9	$4,601,366	511	$16,176,569	11	$232,043	1211	$71,075,345
	3.6		*7.4*		*44.8*		*0.3*		*0.7*		*42.2*		*0.9*		*100.0*	

TABLE 36

NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 2007 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
Alabama							$0	0.0
Alaska		593,524		248,965			842,489	1.9
American Samoa							0	0.0
Arizona		2,229,847					2,229,847	4.9
Arkansas							0	0.0
California	669,995	2,057,685				272,121	2,999,801	6.6
Colorado	8,000	57,334		48,572			113,906	0.3
Connecticut							0	0.0
Delaware							0	0.0
Florida		1,802,662					1,802,662	4.0
Georgia	4,218,693						4,218,693	9.3
Guam							0	0.0
Hawaii							0	0.0
Idaho	108,493	334,184		326,340			769,017	1.7
Illinois	1,000,000	866,807					1,866,807	4.1
Indiana							0	0.0
Iowa	1,333,382						1,333,382	2.9
Kansas		49,777		17,392		225,000	292,169	0.6
Kentucky		1,689,005					1,689,005	3.7
Louisiana		1,330,028					1,330,028	2.9
Maine	331,256	385,000					716,256	1.6
Maryland		656,497					656,497	1.4
Massachusetts		458,747					458,747	1.0
Michigan	616,964	(616,964)					0	0.0
Minnesota		1,592,960					1,592,960	3.5
Mississippi	2,520,000		440,288				2,960,288	6.5
Missouri		265,000					265,000	0.6
Montana	643,212	626,212	(3,431)	490,201			1,756,194	3.9
Nebraska							0	0.0
Nevada							0	0.0
New Hampshire							0	0.0
New Jersey							0	0.0
New Mexico	800,000	235,615		78,864			1,114,479	2.5
New York							0	0.0
North Carolina		750,000					750,000	1.7
North Dakota							0	0.0
Northern Marianas							0	0.0
Ohio		240,000				2,387,939	2,627,939	5.8
Oklahoma							0	0.0
Oregon	966,290	250,000				70,880	1,287,170	2.8
Pennsylvania	384,449	2,276,751					2,661,200	5.9
Puerto Rico		185,353					185,353	0.4
Rhode Island							0	0.0
South Carolina							0	0.0
South Dakota							0	0.0
Tennessee		1,858,350					1,858,350	4.1
Texas	5,236,864	330,802				(301,055)	5,266,611	11.6
Utah							0	0.0
Vermont							0	0.0
Virginia							0	0.0
Virgin Islands							0	0.0
Washington		1,258,831					1,258,831	2.8
West Virginia		140,000					140,000	0.3
Wisconsin							0	0.0
Wyoming	287,972			7,200			295,172	0.7
TOTAL	$19,125,570	$21,904,007	$436,857	$1,217,534	$0	$2,654,885	$45,338,853	100.0
Percent of Total	*42.2*	*48.3*	*1.0*	*2.7*	*0.0*	*5.9*	*100.0*	

NOTE: Capital includes preventive maintenance

Table 39
FY 2007 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS

	Capital	Operating	Planning	Total	%
Population Group					
Over 1,000,000	$3,524,660	$18,551,511	1374991	$23,451,162	*39.4*
200,000 -1,000'000	159,610	4,448,497	153635	4,761,742	*8.0*
50,000 - 200,000	719,051	2,630,845	0	3,349,896	*5.6*
Under 50,000	5,952,860	21,787,941	264816	28,005,616	*47.0*
TOTAL	$10,356,181	$47,418,794	$1,793,442	$59,568,416	*100.0*
% of Total	*17.4*	*79.6*	*3.0*	*100.0*	

Table 40
FY 2007 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES BY TYPE AND POPULATION GROUP

	POPULATION GROUP									
	Over 1,000,000		200,000 - 1,000,000		50,000 - 200,000		Under 50,000		Total	
Type of Vehicle	$	#	$	#	$	#	$	#	$	#
40-ft Bus	0	0	0	0	0	0	51,932	1	51,932	1
35-ft Bus	0	0	0	0	0	0	0	0	0	0
30-ft Bus	0	0	0	0	0	0	165,630	3	165,630	3
<30-ft Bus	0	0	0	0	64,000	1	1,726,580	25	1,790,580	26
Used Bus	0	0	0	0	0	0	0	0	0	0
Van	198,900	26	25,000	2	277,000	13	625,355	16	1,126,255	57
Sedan / Sta. Wagon	0	0	0	0	0	0	0	0	0	0
Total	$198,900	26	$25,000	2	$341,000	14	$2,569,497	45	$3,134,397	87
% of Total (dollars)	*6.3*		*0.8*		*10.9*		*82.0*		*100.0*	
% of Total (# of vehs)		*29.9*		*2.3*		*16.1*		*51.7*		*100.0*

TABLE 43
FY 2007 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES

State / Area	35' - 40' BUS		30' BUS		<30' BUS		COMMUTER / SUBURBAN BUS		USED BUS		VANS		STATION WAGONS & SEDANS		FY 2007 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama																
State	0	0	0	0	0	0	0	0	0	0	0	175,000	0	0	0	175,000
Arizona																
State	1	51,932	2	146,630	0	0	0	0	0	0	4	76,000	0	0	7	274,562
Flagstaff, AZ	0	0	0	0	1	64,000	0	0	0	0	4	96,000	0	0	5	160,000
Yuma, AZ-CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iowa																
State	0	0	0	(131,000)	0	0	0	0	0	0	(1)	(13,645)	0	0	(1)	(144,645)
Ames, IA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Rapids, IA	0	0	0	0	0	0	0	0	0	0	1	29,000	0	0	1	29,000
Iowa City, IA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waterloo, IA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maine																
State	0	0	0	0	0	0	0	0	0	0	4	152,000	0	0	4	152,000
Portland, ME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Portsmouth, NH-ME	0	0	0	0	0	0	0	0	0	0	8	152,000	0	0	8	152,000
Pennsylvania																
Philadelphia, PA-NJ-DE-MD	0	0	0	0	0	0	0	0	0	0	17	198,900	0	0	17	198,900
Tennessee																
State	0	0	1	150,000	0	0	0	0	0	0	0	0	0	0	1	150,000
Nashville-Davidson, TN	0	0	0	0	0	0	0	0	0	0	2	25,000	0	0	2	25,000
Texas																
State	0	0	0	0	25	1,726,580	0	0	0	0	9	236,000	0	0	34	1,962,580
Washington																
Seattle, WA	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0
TOTAL	1	$51,932	3	$165,630	26	$1,790,580	0	$0	0	$0	57	$1,126,255	0	$0	87	$3,134,397
% of Vehs. by Type	*1.1*		*3.4*		*29.9*		*0.0*		*0.0*		*65.5*		*0.0*		*100.0*	

TABLE 48
FY 2007 OBLIGATIONS FOR NEW FREEDOM BY CATEGORY

STATE	PROGRAM				TOTAL OBLIGATION AMOUNT	% *of Total*
	BUSES	BUS OTHER	OPERATING	PLANNING		
Alabama	$0	$0	$0	$0	0	0.0
Alaska	0	0	0	0	0	0.0
Arizona	218,448	58,444	444,720	81,625	803,237	8.6
Arkansas	0	0	0	0	0	0.0
California	0	957,362	108,797	542,192	1,608,351	17.2
Colorado	0	0	0	0	0	0.0
Connecticut	168,864	0	411,839	0	580,703	6.2
Delaware	0	0	0	0	0	0.0
District of Columbia	0	80,000	0	0	80,000	0.9
Florida	0	0	0	0	0	0.0
Georgia	0	0	0	0	0	0.0
Hawaii	0	0	0	0	0	0.0
Idaho	0	10,552	0	0	10,552	0.1
Illinois	0	555,446	1,705,434	0	2,260,880	24.2
Indiana	0	0	0	0	0	0.0
Iowa	189,561	0	454,269	0	643,830	6.9
Kansas	0	0	0	0	0	0.0
Kentucky	0	0	0	0	0	0.0
Louisiana	0	0	0	0	0	0.0
Maine	0	0	0	0	0	0.0
Maryland	0	0	0	0	0	0.0
Massachusetts	0	0	0	0	0	0.0
Michigan	0	61,525	0	0	61,525	0.7
Minnesota	0	0	0	0	0	0.0
Mississippi	0	0	0	0	0	0.0
Missouri	0	120,279	0	0	120,279	1.3
Montana	0	0	0	0	0	0.0
Nebraska	0	0	0	0	0	0.0
Nevada	0	0	0	0	0	0.0
New Hampshire	0	0	0	0	0	0.0
New Jersey	0	0	0	0	0	0.0
New Mexico	0	14,700	0	0	14,700	0.2
New York	0	0	0	0	0	0.0
North Carolina	0	0	0	0	0	0.0
North Dakota	0	0	51,343	0	51,343	0.6
Ohio	0	273,133	0	0	273,133	2.9
Oklahoma	0	0	0	0	0	0.0
Oregon	231,000	94,991	344,307	0	670,298	7.2
Pennsylvania	0	80,000	0	0	80,000	0.9
Puerto Rico	0	0	0	0	0	0.0
Rhode Island	0	0	0	0	0	0.0
South Carolina	0	0	0	0	0	0.0
South Dakota	0	0	0	0	0	0.0
Tennessee	0	0	0	0	0	0.0
Texas	0	500,280	0	0	500,280	5.4
Utah	0	0	0	0	0	0.0
Vermont	0	0	0	0	0	0.0
Virginia	0	0	0	73,036	73,036	0.8
Virgin Islands	0	0	0	0	0	0.0
Washington	281,248	661,373	330,162	0	1,272,783	13.7
West Virginia	0	0	0	0	0	0.0
Wisconsin	0	0	0	0	0	0.0
Wyoming	0	0	218,986	0	218,986	2.3
						0
TOTAL	$1,089,121	$3,468,085	$4,089,857	$896,853	$9,323,916	100.0

TABLE 47
FY 2007 OBLIGATIONS FOR ALTERNATIVE TRANSPORTATION IN PARKS AND PUBLIC LANDS BY CATEGORY

STATE	PROGRAM		TOTAL OBLIGATION AMOUNT	% *of Total*
	BUSES	PLANNING		
Alabama	$0	$0	0	0.0
Alaska	4,700,000	0	4,700,000	53.3
Arizona	0	0	0	0.0
Arkansas	0	0	0	0.0
California	0	0	0	0.0
Colorado	1,680,000	0	1,680,000	19.0
Connecticut	0	0	0	0.0
Delaware	0	0	0	0.0
District of Columbia	0	0	0	0.0
Florida	0	700,000	700,000	7.9
Georgia	0	0	0	0.0
Hawaii	0	0	0	0.0
Idaho	0	0	0	0.0
Illinois	0	0	0	0.0
Indiana	0	0	0	0.0
Iowa	0	0	0	0.0
Kansas	0	0	0	0.0
Kentucky	0	0	0	0.0
Louisiana	0	0	0	0.0
Maine	1,520,000	0	1,520,000	17.2
Maryland	0	0	0	0.0
Massachusetts	175,000	0	175,000	2.0
Michigan	0	0	0	0.0
Minnesota	0	0	0	0.0
Mississippi	0	0	0	0.0
Missouri	0	0	0	0.0
Montana	0	0	0	0.0
Nebraska	0	0	0	0.0
Nevada	0	0	0	0.0
New Hampshire	0	0	0	0.0
New Jersey	0	0	0	0.0
New Mexico	0	0	0	0.0
New York	0	0	0	0.0
North Carolina	0	0	0	0.0
North Dakota	0	0	0	0.0
Ohio	0	0	0	0.0
Oklahoma	0	0	0	0.0
Oregon	50,000	0	50,000	0.6
Pennsylvania	0	0	0	0.0
Puerto Rico	0	0	0	0.0
Rhode Island	0	0	0	0.0
South Carolina	0	0	0	0.0
South Dakota	0	0	0	0.0
Tennessee	0	0	0	0.0
Texas	0	0	0	0.0
Utah	0	0	0	0.0
Vermont	0	0	0	0.0
Virginia	0	0	0	0.0
Virgin Islands	0	0	0	0.0
Washington	0	0	0	0.0
West Virginia	0	0	0	0.0
Wisconsin	0	0	0	0.0
Wyoming	0	0	0	0.0
	0	0	0	0
TOTAL	$8,125,000	$700,000	$8,825,000	100.0

TABLE 6
FY 2006 OBLIGATIONS BY PROGRAM AND BY STATE

STATE	PROGRAM																			
	CAPITAL PROGRAM	%	URBAN, AREA FORMULA	%	ELDER/PERS. WITH DISABIL.	%	Interstate Transfer Transit	%	NON-URBAN. FORMULA	%	STATE RTAP		JOB ACCESS REV. COMM.	%	OVER-THE-ROAD BUS	%
Alabama	$16,526,737	26.9	$16,627,228	27.1	$6,375,493	10.4		0.0	15,443,313.0	25.1	$270,953	0.4	$6,195,119	10.1		0.0
Alaska	40,769,170	64.7	16,339,684	24.2	505,961	0.7		0.0	5,968,875.0	8.8	103,202	0.2	743,437	1.1	25,200	0.0
Arizona	109,958,773	58.0	84,529,041	43.0		0.0		0.0	0.0	0.0	90,271	0.0		—		—
Arkansas	2,072,221	8.6	9,882,110	41.2	1,242,291	5.1		0.0	8,645,513.0	35.3	166,061	0.7		0.0		0.0
California	447,035,159	34.4	740,817,966	57.0	62,279,113	4.8		0.0	21,989,063.0	1.7	202,039	0.0	3,352,707	0.3	103,570	0.0
Colorado	98,212,758	54.0	59,475,653	33.4	1,402,979	0.8		0.0	6,940,417.0	3.9	103,717	0.1	2,075,888	1.2	0	0.0
Connecticut	87,636,590	48.8	85,288,221	47.1	1,364,251	1.0		0.0	1,676,561.0	1.2	76,516	0.1	2,477,954	1.8	35,932	0.0
Delaware	1,167,113	7.0	13,727,817	82.4	406,515	2.4		0.0	303,438.0	1.8	84,190	0.5	729,834	4.4		0.0
District of Columbia	95,762,283	41.3	129,891,222	56.0	352,246	0.2		0.0	0.0	0.0		0.0	5,358,821	2.3		0.0
Florida	54,869,337	21.5	166,812,515	65.5	7,459,275	2.9		0.0	12,402,035.0	4.9	154,377	0.1	3,822,265	1.4	52,200	0.0
Georgia	34,410,862	21.6	107,936,550	67.8	2,805,196	1.8		0.0	12,072,245.0	7.6	130,683	0.1	425,000	0.3	27,816	0.0
Guam		0.0		0.0		0.0		0.0	962,081.0	97.9	20,218	2.1		0.0		0.0
Hawaii	24,931,674	52.7	19,196,788	40.6	687,126	1.5		0.0	1,980,908.0	4.2	104,334	0.2		0.0		0.0
Idaho	4,754,128	31.1	4,947,239	32.4	533,418	3.5		0.0	4,942,398.0	32.4	89,553	0.6		0.0		0.0
Illinois	343,675,990	51.2	301,501,135	44.9	4,324,704	0.6		0.0	11,045,194.0	1.6	926,817	0.1	1,425,518	0.2	108,498	0.0
Indiana	44,866,871	43.7	45,519,202	44.3	2,281,514	2.2		0.0	7,434,653.0	7.2	120,188	0.1	918,670	0.9	68,397	0.1
Iowa	8,371,325	21.7	14,597,781	37.9	1,067,657	2.8		0.0	8,694,832.0	22.5	129,447	0.3	2,134,265	5.5		0.0
Kansas	9,431,842	35.8	7,086,392	26.9	917,676	3.5		0.0	3,537,353.0	13.4	34,124	0.1	426,193	1.6	46,589	0.2
Kentucky	11,274,861	25.7	19,056,952	43.5	1,775,663	4.0		0.0	10,672,755.0	24.3	153,051	0.3	297,378	0.7		0.0
Louisiana	8,883,016	6.6	23,166,470	17.8	2,254,991	1.7		0.0	8,570,337.0	6.6	133,781	0.1	362,625	0.3	44,193	0.0
Maine	6,416,146	23.2	13,656,733	49.4	778,274	2.8		0.0	5,200,031.0	18.8	129,478	0.5	1,044,383	3.8	40,492	0.1
Mariana Island		0.0		0.0		0.0		0.0	938,706.0	98.9	10,268	1.1		0.0		0.0
Maryland	86,935,464	46.8	71,217,392	38.3	1,878,937	1.0		0.0	4,171,281.0	2.2	100,541	0.1	2,678,190	1.4	207,949	0.1
Massachussets	110,657,764	48.5	106,916,455	46.9	2,491,294	1.1		0.0	3,367,035.0	1.5	90,400	0.0	223,033	0.1	87,081	0.0
Michigan	45,636,880	28.6	82,599,450	51.8	3,733,214	2.3		0.0	20,019,336.0	12.6	164,531	0.1	2,397,394	1.5	19,210	0.0
Minnesota	26,394,442	19.1	93,535,534	67.8	2,105,242	1.5		0.0	6,367,682.0	6.1	110,639	0.1	45,582	0.0	153,155	0.1
Mississippi	2,400,827	12.2	4,724,058	24.0	1,245,809	6.3		0.0	9,619,297.0	48.9	142,013	0.7		0.0		0.0
Missouri	28,561,786	24.9	60,087,978	52.4	2,179,389	1.9		0.0	11,519,220.0	10.0	154,103	0.1	5,618,843	4.9		0.0
Montana	1,529,173	17.9	6,175,309	72.3	540,391	6.3		0.0	0.0	0.0		0.0		0.0		0.0
Nebraska	10,453,486	39.8	9,411,302	35.8		0.0		0.0	6,276,686.0	23.9	127,122	0.5		0.0		0.0
Nevada	2,731,868	4.5	54,009,809	89.9	1,080,599	1.8		0.0	1,539,153.0	2.6	102,029	0.2		0.0	37,791	0.1
New Hampshire	5,826,597	22.4	15,605,199	60.0	535,990	2.1		0.0	3,527,014.0	13.6	117,579	0.5		0.0	70,700	0.3
New Jersey	228,415,990	49.2	204,484,168	44.0	3,230,904	0.7		0.0	0.0	0.0		0.0	4,708,484	1.0	124,668	0.0
New Mexico	5,012,342	20.6	16,348,124	67.1	247,430	1.0		0.0	0.0	0.0		0.0	2,222,165	9.1	22,510	0.1
New York	611,003,842	35.3	736,115,149	42.5	9,675,749	0.6		0.0	10,319,401.0	0.6	136,771	0.0	1,567,273	0.1	118,107	0.0
North Carolina	83,232,255	54.3	49,599,084	32.3		0.0		0.0	17,715,413.0	11.6	217,566	0.1	111,997	0.1	86,100	0.0
North Dakota	4,215,881	26.6	4,298,546	27.2	354,324	2.2		0.0	3,673,708.0	23.2	105,872	0.7		0.0		0.0
Ohio	65,256,486	24.4	184,556,381	68.9		0.0		0.0	16,634,473.0	6.2	208,793	0.1	917,058	0.3	100,800	0.0
Oklahoma	23,380,037	40.8	15,592,751	27.2	2,721,207	4.8		0.0	10,511,805.0	18.4	172,692	0.3	4,096,758	7.2	36,000	0.1
Oregon	42,022,781	29.2	80,096,196	55.6	9,869,701	6.9		0.0	8,397,856.0	5.8	116,417	0.1	594,740	0.4		0.0
Pennsylvania	165,108,526	24.8	473,375,298	71.1		0.0		0.0	17,205,924.0	2.6	209,786	0.0	5,728,181	0.9	138,576	0.0
Puerto Rico	28,403,114	27.0	70,249,918	66.8	2,165,592	2.1		0.0	1,400,299.0	1.3	102,457	0.1		0.0		0.0
Rhode Island	4,993,432	20.9	17,391,104	72.8	542,350	2.3		0.0	489,183.0	2.0	69,276	0.3		0.0	32,881	0.1
South Carolina	17,025,401	30.7	21,889,987	39.5	2,139,263	3.9		0.0	12,926,283.0	23.3	180,044	0.3		0.0	40,000	0.1
South Dakota	7,454,512	43.9	3,539,260	20.8	738,826	4.4		0.0	4,593,235.0	27.0	112,266	0.7		0.0		0.0
Tennessee	18,776,117	23.5	41,706,700	52.2	1,347,587	1.7		0.0	11,728,177.0	14.7	161,929	0.2	5,109,959	6.4		0.0
Texas	69,136,046	17.9	238,281,843	61.6	6,940,268	1.8		0.0	27,078,718.0	7.0	260,448	0.1	2,149,284	0.6	3,514,935	0.9
Utah	28,256,897	39.1	36,472,391	50.5	1,315,948	1.8		0.0	5,340,390.0	7.4	157,286	0.2		0.0		0.0
Vermont	1,963,507	14.7	2,263,202	16.9	334,199	2.5		0.0	8,206,872.0	61.4	158,319	1.2		0.0	67,537	0.5
Virgin Island		0.0		0.0	156,822	100.0		0.0	0.0	0.0		0.0		0.0		0.0
Virginia	36,097,071	26.1	81,778,787	59.2	2,462,012	1.8		0.0	14,605,457.0	10.6	149,145	0.1	63,516	0.0	66,600	0.0
Washington	135,529,965	58.1	68,053,752	29.2	576,198	0.2		0.0	8,690,339.0	3.7	121,577	0.1	5,224,941	2.2	33,750	0.0
West Virginia	10,360,148	42.8	6,070,733	25.1	939,108	3.9		0.0	5,807,530.0	23.2	111,010	0.5	1,110,000	4.6		0.0
Wisconsin	7,647,553	9.8	52,577,074	67.4	2,445,251	3.1	2,431,000.0	3.1	10,139,684.0	13.0	116,900	0.1	1,108,034	1.4	223,925	0.3
Wyoming	1,941,747	28.8	1,580,076	23.4		0.0		0.0	2,331,430.0	34.5	78,087	1.2		0.0		0.0
TOTAL	$3,348,376,391		$4,770,784,770		$162,826,824		$2,431,000		$415,319,890		$7,330,954		$77,283,469		$5,715,162	
Percent of Total	*35.4*		*50.4*		*1.7*		*0.0*		*4.4*		*0.1*		*0.8*		*0.1*	

NOTE: Obligations do not include National RTAP

TABLE 34-2006

FY 2006 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

STATE	RANK	TOTAL OBLIGATION AMOUNT	% of Total	TOTAL NO. OF VEHICLES	%	30-40 FT. BUSES		< 30 FT. BUSES		SCHOOL BUSES		VANS		SEDANS/ STATION WAGONS		OTHER	
						#	$	#	$	#	$	#	$	#	$	#	$
Alabama	6	$6,375,493	3.9	80	3.6	0	$0	13	$597,580	0	$0	67	$2,023,147	0	$0	0	$0
Alaska	41	505,961	0.3	6	0.3	0	0	4	176,845	0	0	2	54,652	0	0	0	0
Arizona	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Arkansas	28	1,242,291	0.8	34	1.5	0	0	25	869,600	0	0	9	248,462	0	0	0	0
California	1	62,279,113	38.2	320	14.6	0	0	134	7,306,293	0	0	143	5,391,477	43	1,566,981	0	0
Colorado	23	1,402,979	0.9	23	1.0	13	785,184	10	416,557	0	0	0	0	0	0	0	0
Connecticut	24	1,364,251	0.8	35	1.6	0	0	25	827,826	0	0	10	400,000	0	0	0	0
Delaware	42	406,515	0.2	7	0.3	0	0	7	406,515	0	0	0	0	0	0	0	0
District of Columbia	44	352,248	0.2	15	0.7	0	0	8	214,613	0	0	5	98,000	2	24,880	0	0
Florida	4	7,459,275	4.6	180	8.2	0	0	105	5,556,015	0	0	71	1,363,963	4	59,263	0	0
Georgia	10	2,805,196	1.7	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	35	687,126	0.4	14	0.6	0	0	4	244,800	0	0	7	304,475	3	72,400	0	0
Idaho	40	533,416	0.3	13	0.6	1	82,326	9	281,300	0	0	3	89,360	0	0	0	0
Illinois	7	4,324,704	2.7	64	2.9	0	0	64	4,230,000	0	0	0	0	0	0	0	0
Indiana	15	2,281,514	1.4	82	3.7	0	0	0	0	0	0	82	2,194,444	0	0	0	0
Iowa	30	1,067,657	0.7	3	0.1	2	206,890	0	0	0	0	1	59,760	0	0	0	0
Kansas	32	917,676	0.6	37	1.7	0	0	0	0	0	0	37	917,676	0	0	0	0
Kentucky	22	1,775,663	1.1	42	1.9	0	0	0	0	0	0	42	1,624,755	0	0	0	0
Louisiana	18	2,254,991	1.4	53	2.4	0	0	0	0	0	0	53	1,512,147	0	0	0	0
Maine	33	778,274	0.5	15	0.7	0	0	12	445,176	0	0	3	85,472	0	0	0	0
Maryland	21	1,878,937	1.2	29	1.3	0	0	29	1,728,522	0	0	0	0	0	0	0	0
Massachusetts	12	2,491,294	1.5	57	2.6	0	0	32	1,307,107	0	0	25	799,120	0	0	0	0
Michigan	8	3,733,214	2.3	82	3.7	0	0	48	2,536,552	0	0	34	827,363	0	0	0	0
Minnesota	20	2,105,242	1.3	46	2.1	0	0	46	1,965,957	0	0	0	0	0	0	0	0
Mississippi	27	1,245,808	0.8	24	1.1	0	0	8	326,614	0	0	16	254,260	0	0	0	0
Missouri	17	2,179,389	1.3	82	3.7	1	76,282	0	0	0	0	81	1,942,326	0	0	0	0
Montana	38	540,391	0.3	15	0.7	0	0	10	359,085	0	0	5	137,357	0	0	0	0
Nebraska	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Nevada	29	1,080,599	0.7	6	0.3	0	0	4	301,265	0	0	2	54,800	0	0	0	0
New Hampshire	39	535,990	0.3	11	0.5	0	0	11	466,000	0	0	0	0	0	0	0	0
New Jersey	9	3,230,904	2.0	54	2.5	5	776,000	35	1,551,450	0	0	14	541,680	0	0	0	0
New Mexico	46	247,430	0.2	6	0.3	0	0	4	191,254	0	0	2	56,176	0	0	0	0
New York	3	9,675,749	5.9	174	7.9	8	1,067,188	166	6,388,144	0	0	0	0	0	0	0	0
North Carolina	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
North Dakota	43	354,324	0.2	9	0.4	0	0	5	212,800	0	0	4	131,200	0	0	0	0
Ohio	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Oklahoma	11	2,721,207	1.7	67	3.0	0	0	25	895,632	0	0	42	1,289,000	0	0	0	0
Oregon	2	9,888,701	6.1	114	5.2	4	473,200	39	2,275,214	0	0	71	4,189,060	0	0	0	0
Pennsylvania	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	18	2,165,592	1.3	37	1.7	0	0	20	1,228,837	0	0	17	797,352	0	0	0	0
Rhode Island	37	542,350	0.3	10	0.5	0	0	0	0	0	0	10	542,350	0	0	0	0
South Carolina	19	2,139,263	1.3	20	0.9	0	0	20	869,573	0	0	0	0	0	0	0	0
South Dakota	34	738,826	0.5	19	0.9	2	110,000	8	364,000	0	0	9	196,800	0	0	0	0
Tennessee	25	1,347,567	0.8	41	1.9	0	0	31	1,131,567	0	0	10	216,000	0	0	0	0
Texas	5	6,940,268	4.3	42	1.9	4	135,200	30	1,490,552	0	0	8	272,243	0	0	0	0
Utah	26	1,315,948	0.8	30	1.4	0	0	28	1,149,123	0	0	2	35,231	0	0	0	0
Vermont	45	334,199	0.2	9	0.4	0	0	9	334,199	0	0	0	0	0	0	0	0
Virginia	13	2,462,012	1.5	64	2.9	0	0	0	0	0	0	64	1,986,400	0	0	0	0
Virgin Islands	47	156,822	0.1	3	0.1	0	0	0	0	0	0	3	156,822	0	0	0	0
Washington	36	576,198	0.4	5	0.2	1	179,009	4	185,509	0	0	0	0	0	0	0	0
West Virginia	31	939,108	0.6	22	1.0	0	0	0	0	0	0	22	747,688	0	0	0	0
Wisconsin	14	2,445,251	1.5	98	4.5	0	0	98	2,089,646	0	0	0	0	0	0	0	0
Wyoming	48	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL *(Percent of Vehicles by Type)*		$162,826,924	100.0	2,199 *100.0*	100.0	41 *1.9*	$3,891,257	1,130 *51.4*	$50,919,722	0 *0.0*	$0	976 *44.4*	$31,839,016	52 *2.4*	$1,723,524	0 *0.0*	$0

TABLE 35-2006
NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 2006 BY STATE AND BY CATEGORY

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	STATE ADMIN.	TOTAL OBLIGATIONS	% OF TOTAL	RANK
Alabama	$3,583,873	$6,621,759	$3,660,718	$1,576,963	$15,443,313	3.7	7
Alaska	1,034,288	2,687,191	1,440,629	804,767	5,966,875	1.4	30
Arizona	0	0	0	0	0	0.0	50
Arkansas	274,540	4,635,994	2,280,988	1,353,991	8,545,513	2.1	23
California	7,823,908	11,079,597	0	3,085,558	21,989,063	5.3	2
Colorado	2,275,080	3,850,625	465,825	348,887	6,940,417	1.7	28
Connecticut	334,106	1,259,941	0	82,514	1,676,561	0.4	43
Delaware	0	157,755	0	145,683	303,438	0.1	49
Florida	1,699,030	10,132,903	0	570,102	12,402,035	3.0	10
Georgia	2,502,265	8,243,075	0	1,326,905	12,072,245	2.9	11
Guam	30,117	809,355	0	142,827	982,299	0.2	46
Hawaii	0	1,458,652	139,340	382,914	1,980,906	0.5	42
Idaho	816,734	2,182,410	1,216,397	726,855	4,942,396	1.2	34
Illinois	1,565,476	5,271,567	3,376,659	1,600,000	11,813,702	2.8	12
Indiana	660,394	6,514,659	9,600	250,000	7,434,653	1.8	27
Iowa	3,040,417	5,372,001	0	282,414	8,694,832	2.1	20
Kansas	(258,532)	3,448,868	8,344	338,673	3,537,353	0.8	38
Kentucky	1,594,962	8,552,793	0	525,000	10,672,755	2.6	15
Lousiana	181,342	7,103,446	0	1,285,549	8,570,337	2.1	22
Maine	662,200	2,283,727	1,170,452	1,083,652	5,200,031	1.2	33
Mariana Island	948,974		0	0	948,974	0.2	47
Maryland	1,947,450	2,173,831	0	50,000	4,171,281	1.0	36
Massachussets	464,220	2,467,393	0	435,422	3,367,035	0.8	40
Michigan	3,149,593	16,403,770	0	465,975	20,019,338	4.8	3
Minnesota	2,219,200	5,226,210	0	922,272	8,367,682	2.0	25
Mississippi	1,976,404	3,423,510	2,501,488	1,717,895	9,619,297	2.3	19
Missouri	352,475	10,235,899	0	930,846	11,519,220	2.8	14
Nebraska	1,500,647	3,711,473	190,250	874,316	6,276,686	1.5	29
Nevada	0	1,211,935	0	327,218	1,539,153	0.4	44
New Hampshire	859,207	1,262,037	873,152	532,618	3,527,014	0.8	39
New York	4,647,551	4,221,500	0	1,450,350	10,319,401	2.5	17
North Carolina	4,644,531	1,691,779	9,443,103	1,936,000	17,715,413	4.3	4
North Dakota	981,209	2,414,923	277,576	0	3,673,708	0.9	37
Ohio	7,456,247	8,978,226	0	200,000	16,634,473	4.0	6
Oklahoma	142,410	8,144,914	1,524,454	700,027	10,511,805	2.5	16
Oregon	1,321,142	5,857,448	0	1,219,266	8,397,856	2.0	24
Pennsylvania	2,494,343	13,764,039	0	947,542	17,205,924	4.1	5
Puerto Rico	1,162,943		0	309,218	1,472,161	0.4	45
Rhode Island	0	489,183	0	0	489,183	0.1	48
South Carolina	2,070,373	5,929,468	3,427,904	1,498,538	12,926,283	3.1	9
South Dakota	292,077	2,376,955	1,774,254	147,949	4,593,235	1.1	35
Tennessee	2,533,454	7,911,829	1,282,894	0	11,728,177	2.8	13
Texas	4,318,861	17,255,567	4,149,810	1,352,480	27,076,718	6.5	1
Utah	2,618,039	2,011,375	308,335	402,644	5,340,393	1.3	32
Vermont	500,000	3,620,428	3,356,940	729,504	8,206,872	2.0	26
Virginia	6,942,788	7,662,669	0	0	14,605,457	3.5	8
Washington	2,196,172	5,301,297	0	1,192,870	8,690,339	2.1	21
West Virginia	1,460,931	3,305,469	0	841,130	5,607,530	1.3	31
Wisconsin	2,671,865	7,055,819	0	400,000	10,127,684	2.4	18
Wyoming	54,294	1,327,417	369,185	580,534	2,331,430	0.6	41
TOTAL	$89,747,600	$247,104,681	$43,248,297	$36,077,868	$416,178,446	100.0	
Percent of Total	*21.6*	*59.4*	*10.4*	*8.7*	*100.0*		

Planning is included in State Administration.

TABLE 36-2006

NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 2006 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
Alabama							$0	0.0
Alaska		501,914		255,500			757,414	1.9
American Samoa							0	0.0
Arizona		(103,179)					(103,179)	(0.3)
Arkansas							0	0.0
California	885,415	1,477,930	114,625			412,963	2,890,933	7.2
Colorado	706,000	75,000				70,000	851,000	2.1
Connecticut							0	0.0
Delaware		157,755					157,755	0.4
Florida		2,714,898				(1,004,593)	1,710,305	4.2
Georgia	1,326,905						1,326,905	3.3
Guam							0	0.0
Hawaii							0	0.0
Idaho	118,141	412,886		262,640		(66,812)	726,855	1.8
Illinois	1,565,476	206,579					1,772,055	4.4
Indiana							0	0.0
Iowa	1,262,939						1,262,939	3.1
Kansas		57,254		8,344		(225,000)	(159,402)	(0.4)
Kentucky		1,600,913					1,600,913	4.0
Louisiana		1,285,550					1,285,550	3.2
Maine	542,200	541,452					1,083,652	2.7
Maryland							0	0.0
Massachusetts		435,422					435,422	1.1
Michigan	329,600	4,583,168					4,912,768	12.2
Minnesota		922,272					922,272	2.3
Mississippi	1,167,895		275,000				1,442,895	3.6
Missouri	352,475						352,475	0.9
Montana							0	0.0
Nebraska							0	0.0
Nevada		583,872					583,872	1.4
New Hampshire							0	0.0
New Jersey							0	0.0
New Mexico							0	0.0
New York	561,850	888,500					1,450,350	3.6
North Carolina		1,000,000					1,000,000	2.5
North Dakota	175,000	395,565					570,565	1.4
Northern Marianas							0	0.0
Ohio						2,295,170	2,295,170	5.7
Oklahoma							0	0.0
Oregon		250,000				969,266	1,219,266	3.0
Pennsylvania	365,400	2,160,739					2,526,139	6.3
Puerto Rico	238,083						238,083	0.6
Rhode Island							0	0.0
South Carolina							0	0.0
South Dakota							0	0.0
Tennessee		1,759,227					1,759,227	4.4
Texas	1,740,213	1,267,217	152,480			421,439	3,581,349	8.9
Utah							0	0.0
Vermont							0	0.0
Virginia							0	0.0
Virgin Islands							0	0.0
Washington	34,310	1,157,582					1,191,892	3.0
West Virginia		150,000					150,000	0.4
Wisconsin							0	0.0
Wyoming	50,000	520,534		10,000			580,534	1.4
TOTAL	$11,421,902	$25,003,050	$542,105	$536,484	$0	$2,872,433	$40,375,974	100.0
Percent of Total	*28.3*	*61.9*	*1.3*	*1.3*	*0.0*	*7.1*	*100.0*	

NOTE: Capital includes preventive maintenance

TABLE 48-2006
FY 2006 OBLIGATIONS FOR NEW FREEDOM BY CATEGORY

STATE	PROGRAM			TOTAL OBLIGATION AMOUNT	% *of Total*
	BUSES	BUS OTHER	OPERATING		
Alabama	$0	$0	$0	0	0.0
Alaska	0	0	0	0	0.0
Arizona	0	0	0	0	0.0
Arkansas	0	0	0	0	0.0
California	48,000	236,977	67,164	352,141	27.7
Colorado	0	144,000	328,048	472,048	37.2
Connecticut	0	0	0	0	0.0
Delaware	0	0	0	0	0.0
District of Columbia	0	0	0	0	0.0
Florida	0	226,487	88,379	314,866	24.8
Georgia	0	0	0	0	0.0
Hawaii	0	0	0	0	0.0
Idaho	0	0	0	0	0.0
Illinois	0	0	0	0	0.0
Indiana	0	0	0	0	0.0
Iowa	0	0	0	0	0.0
Kansas	0	0	0	0	0.0
Kentucky	0	0	0	0	0.0
Louisiana	0	7,872	70,851	78,723	6.2
Maine	0	0	0	0	0.0
Maryland	0	0	0	0	0.0
Massachusetts	0	0	0	0	0.0
Michigan	0	0	0	0	0.0
Minnesota	0	0	0	0	0.0
Mississippi	0	0	0	0	0.0
Missouri	0	0	0	0	0.0
Montana	0	0	0	0	0.0
Nebraska	0	0	0	0	0.0
Nevada	0	0	0	0	0.0
New Hampshire	0	0	0	0	0.0
New Jersey	0	0	0	0	0.0
New Mexico	0	0	51,249	51,249	4.0
New York	0	0	0	0	0.0
North Carolina	0	0	0	0	0.0
North Dakota	0	0	0	0	0.0
Ohio	0	0	0	0	0.0
Oklahoma	0	0	0	0	0.0
Oregon	0	0	0	0	0.0
Pennsylvania	0	0	0	0	0.0
Puerto Rico	0	0	0	0	0.0
Rhode Island	0	0	0	0	0.0
South Carolina	0	0	0	0	0.0
South Dakota	0	0	0	0	0.0
Tennessee	0	0	0	0	0.0
Texas	0	0	0	0	0.0
Utah	0	0	0	0	0.0
Vermont	0	0	0	0	0.0
Virginia	0	0	0	0	0.0
Virgin Islands	0	0	0	0	0.0
Washington	0	0	0	0	0.0
West Virginia	0	0	0	0	0.0
Wisconsin	0	0	0	0	0.0
Wyoming	0	0	0	0	0.0
	0	0	0	0	0
TOTAL	$48,000		$805,891	$1,269,027	100.0

Table 39-2006
FY 2006 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS

	Capital	Operating	Total	%
Population Group				
Over 1,000,000	$4,542,623	$25,020,904	$29,563,527	*38.3*
200,000 -1,000'000	517,238	18,336,399	18,853,637	*24.4*
50,000 - 200,000	307,378	2,570,770	2,878,148	*3.7*
Under 50,000	2,102,716	23,885,441	25,988,157	*33.6*
TOTAL	$7,469,955	$69,813,514	$77,283,469	*100.0*
% of Total	*9.7*	*90.3*	*100.0*	

Table 40-2006
FY 2006 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES BY TYPE AND POPULATION GROUP

	POPULATION GROUP									
	Over 1,000,000		200,000 - 1,000,000		50,000 - 200,000		Under 50,000		Total	
Type of Vehicle	$	#	$	#	$	#	$	#	$	#
40-ft Bus	0	0	0	0	0	0	0	0	0	0
35-ft Bus	0	0	0	0	0	0	0	0	0	0
30-ft Bus	0	0	0	0	0	0	0	0	0	0
<30-ft Bus	220,000	7	51,415	2	0	0	151,500	5	422,915	14
Used Bus	0	0	0	0	0	0	0	0	0	0
Van	108,300	23	209,720	10	10,000	1	33,200	1	361,220	35
Sedan / Sta. Wagon										0
Total	$328,300	30	$261,135	12	$10,000	1	$184,700	6	$784,135	49
% of Total (dollars)	*41.9*		*33.3*		*1.3*		*23.6*		*100.0*	
% of Total (# of vehs)		*61.2*		*24.5*		*2.0*		*12.2*		*100.0*

TABLE 42-2006

FY 2006 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS BY POPULATION GROUP AND UZA

AREA	JOB ACCESS CAPITAL	Cap %	OPERATING	Op %	TOTAL	% of Total
Under 50,000						
Alaska	438,965	68.1	205,354	31.9	644,319	0.8
California	453,838	86.8	69,126	13.2	522,964	0.7
Colorado	0	0	216,006	100.0	216,006	0.3
Connecticut	0	0	2,477,954	100.0	2,477,954	3.2
Delaware	0	0	354,327	100.0	354,327	0.5
Illinois	0	0	929,888	100.0	929,888	1.2
Iowa	33,200	1.6	2,101,065	98.4	2,134,265	2.8
Kentucky	0	0.0	297,378	100.0	297,378	0.4
Louisiana	0	0.0	362,625	100.0	362,625	0.5
Maine	0	0.0	1,044,383	100.0	1,044,383	1.4
Maryland	0	0.0	1,034,927	100.0	1,034,927	1.3
Massachusetts	44,750	1.8	2,490,250	98.2	2,535,000	3.3
Minnesota	2,500	5.8	43,062	94.5	45,562	0.1
Missouri	0	0.0	4,513,717	100.0	4,513,717	5.8
New Mexico	0	0.0	2,131,040	100.0	2,131,040	2.8
New York	0	0.0	198,193	100.0	198,193	0.3
Oklahoma	0	0.0	1,143,784	100.0	1,143,784	1.5
Tennessee	431,616	13.1	2,857,367	86.9	3,288,983	4.3
Virginia	0	0.0	63,516	100.0	63,516	0.1
Washington	697,847	74.1	243,445	25.9	941,292	1.2
Wisconsin	0	0.0	1,108,034	100.0	1,108,034	1.4
SUBTOTAL	2,102,716	8.1	$23,885,441	91.9	25,988,157	33.6
TOTAL	**$7,469,955**		**$69,813,514**		**$77,283,469**	**100.0**

TABLE 43-2006
FY 2006 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES

State / Area	35' - 40' BUS		30' BUS		<30' BUS		COMMUTER / SUBURBAN BUS		USED BUS		VANS		STATION WAGONS & SEDANS		FY 2005 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alaska																
State	0	0	0	0	4	121,500	0	0	0	0	0	0	0	0	4	121,500
California																
State	0	0	0	0	1	30,000	0	0	0	0	0	0	0	0	1	30,000
Iowa																
State	0	0	0	0	0	0	0	0	0	0	1	33,200	0	0	1	33,200
Kansas																
Wichita	0	0	0	0	0	0	0	0	0	0	2	29,720	0	0	2	29,720
Massachusetts																
Springfield, MA-CT	0	0	0	0	2	51,415	0	0	0	0	0	0	0	0	2	51,415
Michigan																
Detroit	0	0	0	0	0	0	0	0	0	0	2	24,000	0	0	2	24,000
New Jersey																
New York-Newark,NY-NJ-CT	0	0	0	0	6	205,000	0	0	0	0	1	25,000	0	0	7	230,000
Pennsylvania																
Philadelphia, PA-NJ-DE-MD	0	0	0	0	1	15,000	0	0	0	0	20	59,300	0	0	21	74,300
Texas																
El Paso, TX-NM	0	0	0	0	0	0	0	0	0	0	8	180,000	0	0	8	180,000
West Virginia																
Weirton, WV--Steubenville, OH-PA	0	0	0	0	0	0	0	0	0	0	1	10,000	0	0	1	10,000
TOTAL	0	$0	0	$0	14	$422,915	0	$0	0	$0	35	$361,220	0	$0	49	$784,135
% of Vehs. by Type	*0.0*		*0.0*		*28.6*		*0.0*		*0.0*		*71.4*		*0.0*		*100.0*	

TABLE 8-2005
FY 2005 OBLIGATIONS BY PROGRAM AND BY STATE

STATE	PROGRAM																						% of Total	Rank
	CAPITAL PROGRAM	%	URBAN, AREA FORMULA	%	ELDER/PERS. WITH DISABIL.	%	NON-URBAN. FORMULA	%	STATE RTAP	%	JOB ACCESS / REV. COMM.	%	OVER-THE-ROAD BUS	%	EMERGENCY SUPPLEMENTAL	%	PLANNING (METRO/STATE CPG)	%	SECTIONS 330 / 344 / 115 FHWA PROJ	%	TOTAL OBLIGATIONS			
Alabama	$48,459,786	60 3	$17,954,987	22 4	$4,377,848	5 5	7,587,593 0	9 4	$117,113	0 1	$1,258,439	1 6		0 0		0 0	$590,656	0 7		0 0	$80,326,402	1 0	24
Alaska	18,342,706	44.4	15,166,275	36 7	745,933	1 8	2,230,557 0	5.4	64,508	0.2	1,461,502	3.5		0 0		0.0	342,641	0 8	3,000,000	7.3	$41,354,122	0 5	32
American Samoa							212,491.0	95 0	11,191	5 0						0 0					$223,682	0.0	56
Arizona	95,729,494	55 4	68,222,891	39 5	2,905,473	1 7	4,332,353 0	2 5	0	0 0		0.0	35,955	0 0		0 0	1,453,674	0 8		0 0	$172,679,840	2.1	14
Arkansas	13,376,716	48 6	6,891,283	25.1	1,071,700	3 9	4,813,004 0	16 8	91,572	0 3	82,605	0 3		0 0		0 0	1,370,709	5.0		0 0	$27,497,591	0 3	36
California	569,240,147	34.4	949,971,784	57.4	59,091,776	3 6	13,764,506 0	0.8	144,630	0.0	13,064,087	0 8	220,320	0.0		0 0	46,220,318	2 8	4,500,000	0 3	$1,656,217,569	19.7	1
Colorado	113,330,977	59 5	67,105,504	35.2	1,505,541	0 8	4,615,177 0	2 4	124,011	0 1	1,418,605	0 7		0 0		0.0	2,496,316	1 3		0 0	$190,596,131	2 3	11
Connecticut	24,638,085	33 3	43,598,302	59.0	807,625	1 1	1,574 047 0	2 1	76,585	0.1	3,221,594	4 4		0 0		0.0		0 0		0 0	$73,916,238	0 9	25
Delaware	5,158,987	43 4	2,674,414	22 5	363,533	3 1	2,048,723 0	17 3	130,000	1 1	1,500,000	12 6		0 0		0 0		0 0		0 0	$11,875,657	0 1	45
District of Columb	122,482,771	44.8	142,785,526	52 2	317,549	0 1	0.0	0 0		0.0	7,530,095	2 8		0 0		0 0	305,813	0 1		0 0	$273,421,754	3.2	8
Florida	52,825,288	20.0	188,025,075	71 0	6,339,460	2 4	6,921,435 0	2 6	75,199	0.0	2,600,511	1.0		0 0		0.0	4,793,318	1 8	3,122,974	1 2	$264,703,260	3.1	9
Georgia	34,735,097	18 2	140,502,396	73.7	2,395,977	1 3	9,630 385 0	5 1	131,056	0 1	1,425,174	0 7		0 0		0.0	1,701,154	0 9		0 0	$190,521,239	2.3	12
Guam		0.0		0.0		0 0	1,007,141.0	97 9	21,708	2 1		0 0		0 0		0 0		0 0		0 0	$1,028,849	0 0	53
Hawaii	52,816,376	61 5	31,109,646	36.3	838,757	1 0	786,676 0	0 9	46,794	0 1		0 0		0 0		0 0	203,876	0 2		0 0	$85,602,125	1.0	22
Idaho	2,050,201	20.7	5,078,698	51 4	132,106	1 3	2,542,691 0	25.7	79,287	0 8		0 0		0 0		0 0		0 0		0 0	$9,880,983	0.1	49
Illinois	247,517,194	48 9	235,665,182	46 6	5,207,469	1 0	11,038,664 0	2 2	180,828	0.0	1,396,096	0 3	82,675	0.0		0.0	3,778,825	0 7	1,000,000	0 2	$505,865,133	6 0	3
Indiana	12,172,868	19 0	37,880,335	59.3	1,852,252	2 9	7,103 057 0	11 1	120,517	0 2	1,697,214	2.7		0 0		0.0		0.0	3,000,000	4 7	$63,926,241	0.8	29
Iowa	7,253,470	23 6	13,635,922	44.3	1,020,426	3 3	5,314,715 0	17.3	102,449	0 3	976,280	3 2	174,771	0 6		0 0	2,190,276	7.1	121,154	0 4	$30,789,463	0 4	35
Kansas	4,923,569	21 1	9,988,729	42.9	880,015	3 8	4,296,295.0	18 4	85,431	0.4	693,882	3.0		0 0		0.0	2,038,928	8 7	400,000	1 7	$23,308,849	0 3	37
Kentucky	24,438,930	48 0	15,763,760	31 0	1,523,636	3 0	6,892,852.0	13 5	118,164	0 2	1,139,859	2 2		0 0		0.0	999,813	2 0		0 0	$50,875,034	0 6	30
Louisiana	27,201,471	37 1	34,326,865	46.8	1,626,148	2 2	5,364,375 0	7.3	104,967	0 1		0.0	36,000	0 0		0.0	757,333	1.0	3,974,000	5 4	$73,413,157	0.9	26
Maine	3,346,732	33 4	3,787,234	37.8	402,556	4 0	2,110,914 0	21 1	54,576	0 5		0.0		0 0		0 0	312,824	3 1		0 0	$10,014,836	0.1	48
Mariana Island		0 0		0.0		0.0	975,732 0	98 7	12,696	1 3		0.0		0 0		0 0		0 0		0 0	$988,428	0.0	54
Maryland	85,879,106	51 6	65,666,148	39 5	1,611,142	1.0	2,782,268.0	1 7	85,652	0 1	4,051,102	2 4		0 0	355,000	0 2	5,934,758	3 6		0.0	$166,365,176	2.0	15
Massachusetts	80,633,064	38.2	115,903,930	54 9	2,130,002	1 0	1,988,387 0	0 9	79,759	0.0	1,125,042	0 5	300,650	0 1		0 0	2,133,316	1 0	6,800,000	3 2	$211,094,150	2.5	10
Michigan	30,774,734	23 2	83,079,380	62 6	3,319,649	2 5	7,953,590 0	6 0	134,456	0 1	1,861,276	1 4		0 0	75,000	0 1	1,694,659	1 3	3,750,000	2 8	$132,642,744	1.6	17
Minnesota	43,780,094	45 1	40,381,822	41.6	969,066	1.0	7,332,192 0	7 6	176,556	0 2	648,304	0 7	25,200	0 0		0 0	3,722,569	3 8		0 0	$97,035,823	1.2	20
Mississippi	230,635	1 8	641,395	5 1	1,483,393	11 7	9,846,396 0	77 8	155,590	1 2		0 0		0 0		0 0	305,813	2 4		0 0	$12,663,222	0 2	43
Missouri	18,383,169	21 0	37,905,528	43 4	1,865,720	2 1	6,975,170 0	8 0	116,776	0 1	9,869,403	11 3		0 0		0 0	7,292,250	8 3	5,000,000	5 7	$87,388,016	1 0	21
Montana	4,886,155	45 1	3,180,716	29 4	685,069	6 3	1,699,987 0	15 7	70,404	0 6		0.0		0.0		0.0	311,468	2 9		0 0	$10,833,797	0 1	46
Nebraska	737,759	3 3	16,047,759	71 9	618,306	2 8	4,115,639 0	18 5	137,692	0 6		0.0		0 0		0.0	648,816	2 9		0 0	$22,305,971	0 3	38
Nevada	14,467,658	40 7	17,325,909	48.7	710,973	2.0	819,760 0	2 3	64,003	0 2	1,625,864	4 6	85,247	0 3		0.0	449,932	1 3		0 0	$35,559,366	0.4	33
New Hampshire	1,727,786	26 2	3,088,313	46 8	330,400	5 0	1,286,606.0	19.5	50,893	0 8	49,534	0 7	72,200	1 1		0 0		0 0		0.0	$6,605,732	0 1	52
New Jersey	229,205,436	49 7	210,639,993	45 7	2,701,616	0 6	3,587,231.0	0 8	157,392	0 0		0.0	198,639	0 0	10,200,000	2 2	3,038,011	0 7	1,201,923	0 3	$460,940,241	5.5	4
New Mexico	4,357,421	29 9	4,784,782	32.9	574,826	3 9	4,049,426 0	27 8	106,001	0 7	305,348	2 1		0 0		0.0	381,518	2 6		0 0	$14,559,324	0.2	42
New York	319,969,278	25 3	200,109,571	15.8	4,182,835	0 3	9,414,647 0	0 7	137,201	0 0	3,092,196	0 2	654,147	0 1	719,000,000	56 8	8,307,783	0 7	1,000,000	0 1	$1,265,867,656	15.0	2
North Carolina	66,058,633	46.3	61,020,511	42 8		0.0	13,033,638 0	9.1	153,653	0.1	767,769	0 5	455,604	0 3		0 0	1,121,207	0 8		0 0	$142,611,015	1.7	16
North Dakota	4,090,732	38 8	3,046,278	28.9	629,388	6 0	773,898 0	7 3	47,269	0 4	297,362	2 8		0 0		0 0	1,671,100	15 8		0.0	$10,556,027	0 1	47
Ohio	38,270,634	21 5	117,270,142	65 9	1,884,027	1 1	12,956,485.0	7 3	148,555	0 1	2,919,774	1 6	52,316	0 0		0 0	2,935,731	1 6	1,500,000	0 8	$177,937,644	2.1	13
Oklahoma	13,873,917	31 7	18,526,653	42.3	1,204,826	2 7	5,005,841 0	11 4	94,427	0 2	4,498,982	10 3	39,600	0 1		0 0	584,882	1 3		0 0	$43,828,928	0 5	31
Oregon	35,568,634	29 0	62,631,897	51.1	11,708,377	9 6	6,536,838 0	5 3	94,877	0 1	3,171,540	2 6		0 0		0 0	1,336,762	1 1	1,500,000	1 2	$122,548,925	1.5	18
Pennsylvania	147,661,528	32 0	278,363,752	60 0	4,225,814	0 9	11,335,018 0	2 5	149,138	0 0	17,375,782	3 8	544,600	0 1		0 0	3,193,503	0 7		0.0	$460,848,935	5.5	5
Puerto Rico		0.0	9,928,462	60 5	2,387,258	14.6	1,507,538 0	9 2	118,116	0 7		0 0		0.0		0.0	2,461,678	15 0		0 0	$16,401,052	0 2	41
Rhode Island	12,658,957	38.3	17,382,833	52 6	476,628	1 4	334,756 0	1 0	67,485	0 2	1,835,449	5 0	104,784	0 3		0 0	362,850	1 1		0 0	$33,025,741	0 4	34
South Carolina	2,425,431	11 9	9,339,734	45 7	1,555,337	7 6	6,387,644.0	31 3	115,837	0 6		0.0	40,000	0 2		0 0	570,152	2 8		0 0	$20,434,135	0.2	40
South Dakota	3,519,576	46.3	2,081,035	27.4	96,023	1 3	1,875,049 0	22.0	81,187	1 1	150,000	2 0		0 0		0 0		0 0		0.0	$7,602,870	0 1	50
Tennessee	15,504,398	23 6	34,495,018	52 6		0.0	8,115,687 0	12 4	121,323	0.2	5,568,925	8 5	38,250	0 1		0.0	715,267	1 1	1,000,000	1 5	$65,558,868	0.8	28
Texas	53,890,181	16.0	240,029,613	71 2	5,899,696	1 8	16,270,817 0	4 8	190,193	0 1	8,964,703	2 1	3,103,163	0 9		0.0	5,383,611	1 6	5,243,500	1 6	$336,955,477	4 0	6
Utah	51,131,214	60 6	32,346,561	38 4	125,634	0 1	321,988 0	0 4	18,772	0 0		0 0		0.0		0 0	390,531	0 5		0 0	$84,334,700	1 0	23
Vermont	3,981,815	31 6	1,458,634	11.6	1,066,114	8 5	4,517,403 0	35 8	75,470	0 6	1,094,438	8 7	218,897	1 7		0 0	195,400	1 5		0 0	$12,607,971	0.1	44
Virgin Island		0 0		0.0	151,963	28.0	374,575 0	69 1	15,310	2 8		0 0		0 0		0 0		0 0		0 0	$541,848	0 0	55
Virginia	5,088,642	7 1	47,559,047	66 2	2,105,191	2 9	12,187,872 0	17.0	113,895	0 2	2,061,786	2 9	39,600	0 1		0 0	1,678,608	2 3	1,000,000	1 4	$71,834,641	0.9	27
Washington	158,712,654	50.4	138,650,899	44 1	1,876,846	0 6	4,429,004 0	1 4	97,876	0 0	5,776,858	1 8	84,355	0 0		0 0	1,292,422	0 4	3,800,000	1 2	$314,720,914	3 7	7
West Virginia	8,823,792	42 6	5,763,168	27 9	814,808	3 9	3,601,785 0	17 4	91,735	0 4	1,269,660	6 2		0 0		0 0	305,813	1 5		0 0	$20,690,761	0.2	39
Wisconsin	19,706,536	18 8	66,171,669	63.2	1,110,808	1 1	7,074,395 0	6 8	105,558	0 1	10,325,409	9 8	29,250	0 0		0 0	221,349	0 2		0 0	$104,744,972	1.2	19
Wyoming	2,902,219	42 1	1,545,974	22.4	320,825	4.7	1,024,486 0	14.9	72,605	1.1		0 0		0 0		0.0	1,026,006	14.9		0.0	$6,892,115	0 1	51
TOTAL	$2,958,722,631		$3,974,499,954		$152,329,938		$284,287,400		$5,336,816		$125,992,449		$6,646,223		$729,630,000		$129,204,258		$50,913,651		$8,417,563,320	100.0		
Percent of Total	*35.1*		*47.2*		*1.8*		*3.4*		*0.1*		*1.5*		*0.1*		*8.7*		*1.5*		*0.6*		*100.0*			

NOTE: Obligations do not include National RTAP

TABLE 33-2005
FY 2005 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

STATE	RANK	TOTAL OBLIGATION AMOUNT	% of Total	TOTAL NO. OF VEHICLES	%	30-40 FT. BUSES		< 30 FT. BUSES		SCHOOL BUSES		VANS		SEDANS/ STATION WAGONS		OTHER	
						#	$	#	$	#	$	#	$	#	$	#	$
Alabama	6	$4,377,848	2.9	47	2.1	0	$0	5	$234,297	0	$0	42	$1,154,393	0	$0	0	$0
Alaska	36	745,933	0.5	4	0.2	0	0	4	219,780	0	0	0	0	0	0	0	0
Arizona	10	2,905,473	1.9	90	4.1	0	0	0	0	0	0	90	2,530,400	0	0	0	0
Arkansas	28	1,071,700	0.7	35	1.6	0	0	25	700,530	0	0	10	264,000	0	0	0	0
California	1	59,091,776	38.8	268	12.1	0	0	131	6,244,154	0	0	116	4,187,522	21	701,600	0	0
Colorado	24	1,505,541	1.0	29	1.3	2	77,522	27	1,344,157	0	0	0	0	0	0	0	0
Connecticut	35	807,625	0.5	23	1.0	0	0	14	490,000	0	0	9	315,000	0	0	0	0
Delaware	44	383,533	0.2	6	0.3	0	0	6	383,533	0	0	0	0	0	0	0	0
District of Columbia	47	317,549	0.2	13	0.6	0	0	4	138,400	0	0	7	151,200	2	24,440	0	0
Florida	3	6,339,460	4.2	156	7.0	0	0	97	4,413,135	0	0	44	848,275	15	185,549	0	0
Georgia	12	2,395,977	1.6	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	33	838,757	0.6	19	0.9	0	0	4	227,022	0	0	14	575,112	1	20,000	0	0
Idaho	49	132,106	0.1	6	0.3	0	0	4	40,000	0	0	2	20,000	0	0	0	0
Illinois	5	5,207,469	3.4	86	3.9	0	0	66	4,966,434	0	0	0	0	0	0	0	0
Indiana	16	1,952,252	1.3	74	3.3	0	0	0	0	0	0	74	1,887,189	0	0	0	0
Iowa	30	1,020,426	0.7	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Kansas	32	880,015	0.6	31	1.4	0	0	0	0	0	0	30	866,297	1	13,718	0	0
Kentucky	23	1,523,836	1.0	36	1.6	0	0	5	235,200	0	0	31	1,263,436	0	0	0	0
Louisiana	20	1,626,146	1.1	47	2.1	0	0	0	0	0	0	47	1,445,901	0	0	0	0
Maine	43	402,556	0.3	8	0.4	0	0	4	193,676	0	0	4	69,628	0	0	0	0
Maryland	21	1,611,142	1.1	26	1.2	0	0	26	1,504,873	0	0	0	0	0	0	0	0
Massachusetts	14	2,130,002	1.4	56	2.5	0	0	10	458,488	0	0	46	1,359,468	0	0	0	0
Michigan	9	3,319,649	2.2	89	4.0	0	0	36	1,931,319	0	0	48	1,093,584	5	90,452	0	0
Minnesota	31	969,066	0.6	20	0.9	0	0	20	872,159	0	0	0	0	0	0	0	0
Mississippi	25	1,483,393	1.0	18	0.8	0	0	9	799,703	0	0	9	212,265	0	0	0	0
Missouri	19	1,865,720	1.2	75	3.4	0	0	0	0	0	0	75	1,736,838	0	0	0	0
Montana	38	685,069	0.4	17	0.8	0	0	16	482,688	0	0	1	16,796	0	0	0	0
Nebraska	40	618,306	0.4	20	0.9	0	0	0	0	0	0	20	558,476	0	0	0	0
Nevada	37	710,973	0.5	8	0.4	0	0	8	170,736	0	0	0	0	0	0	0	0
New Hampshire	45	330,400	0.2	8	0.4	0	0	8	312,800	0	0	0	0	0	0	0	0
New Jersey	11	2,701,816	1.8	54	2.4	1	92,000	35	1,602,400	0	0	18	682,336	0	0	0	0
New Mexico	41	574,826	0.4	14	0.6	0	0	8	262,341	0	0	6	300,863	0	0	0	0
New York	8	4,182,835	2.7	154	6.9	19	1,123,836	135	3,056,963	0	0	0	0	0	0	0	0
North Carolina	52	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
North Dakota	39	629,388	0.4	16	0.7	0	0	8	344,800	0	0	8	225,600	0	0	0	0
Ohio	17	1,884,027	1.2	67	3.0	0	0	0	0	0	0	67	1,651,854	0	0	0	0
Oklahoma	26	1,204,626	0.8	47	2.1	0	0	23	549,164	0	0	24	535,000	0	0	0	0
Oregon	2	11,708,377	7.7	113	5.1	2	188,433	50	2,848,572	0	0	53	1,929,160	8	117,717	0	0
Pennsylvania	7	4,225,614	2.8	101	4.5	0	0	83	3,626,880	0	0	18	555,440	0	0	0	0
Puerto Rico	13	2,387,258	1.6	41	1.8	0	0	17	1,079,995	0	0	24	964,795	0	0	0	0
Rhode Island	42	478,628	0.3	10	0.5	0	0	0	0	0	0	10	478,628	0	0	0	0
South Carolina	22	1,555,337	1.0	13	0.6	0	0	13	513,427	0	0	0	54,000	0	0	0	0
South Dakota	51	98,023	0.1	2	0.1	0	0	4	144,000	0	0	(2)	(48,000)	0	0	0	0
Tennessee	52	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Texas	4	5,899,696	3.9	82	2.8	3	142,460	52	1,598,896	0	0	7	349,408	0	0	0	0
Utah	50	125,834	0.1	0	0.0	0	0	0	113,071	0	0	0	0	0	0	0	0
Vermont	29	1,068,114	0.7	12	0.5	0	0	12	432,582	0	0	0	0	0	0	0	0
Virginia	15	2,105,191	1.4	66	3.0	0	0	0	0	0	0	66	1,959,200	0	0	0	0
Virgin Islands	48	151,963	0.1	3	0.1	0	0	2	120,000	0	0	0	0	1	31,963	0	0
Washington	18	1,876,848	1.2	53	2.4	1	15,494	44	1,446,415	0	0	8	282,894	0	0	0	0
West Virginia	34	814,808	0.5	20	0.9	0	0	0	0	0	0	20	627,847	0	0	0	0
Wisconsin	27	1,110,808	0.7	48	2.2	0	0	48	1,110,808	0	0	0	0	0	0	0	0
Wyoming	46	320,825	0.2	9	0.4	0	0	3	99,000	0	0	6	195,614	0	0	0	0
TOTAL *(Percent of Vehicles by Type)*		$152,328,940	100.0	2,220 *100.0*	100.0	28 *1.3*	$1,639,745	1,086 *48.9*	$48,312,378	0 *0.0*	$0	1,052 *47.4*	$31,476,419	84 *2.4*	$1,185,439	0 *0.0*	$0

TABLE 34-2005

NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 2005 BY STATE AND BY CATEGORY

STATE	CAPITAL	OPERATING	PROJECT ADMIN	STATE ADMIN.	TOTAL OBLIGATIONS	% OF TOTAL	RANK
Alabama	$2,060,839	$2,718,295	$1,788,320	$1,000,139	$7,567,593	2.7	13
Alaska	989,828	467,311	640,094	133,324	2,230,557	0.8	37
American Samoa	193,682	0	0	30,000	223,682	0.1	55
Arizona	927,801	2,300,030	902,924	201,598	4,332,353	1.5	29
Arkansas	171,809	2,142,850	1,610,638	687,707	4,613,004	1.6	26
California	6,714,322	5,441,022	0	1,609,162	13,764,506	4.8	2
Colorado	77,950	3,563,090	543,403	430,734	4,615,177	1.6	25
Connecticut	564,388	925,659	0	84,000	1,574,047	0.6	43
Delaware	1,607,880	307,307	0	133,536	2,048,723	0.7	39
Florida	98,838	6,477,998	0	344,679	6,921,515	2.4	18
Georgia	2,250,123	4,808,448	1,304,091	1,267,723	9,630,385	3.4	9
Guam	0	874,522	0	154,327	1,028,849	0.4	46
Hawaii	80,081	684,195	2,400	20,000	786,676	0.3	50
Idaho	378,787	1,156,239	719,359	288,306	2,542,691	0.9	36
Illinois	935,988	5,268,646	3,157,257	1,674,773	11,036,664	3.9	7
Indiana	666,382	6,127,075	9,600	300,000	7,103,057	2.5	15
Iowa	2,048,218	3,066,883	0	199,614	5,314,715	1.9	23
Kansas	381,000	3,772,215	23,080	120,000	4,296,295	1.5	30
Kentucky	55,000	6,422,852	0	415,000	6,892,852	2.4	19
Louisiana	80,000	4,496,719	0	807,656	5,384,375	1.9	22
Maine	283,224	1,026,322	801,368	0	2,110,914	0.7	38
Mariana Island	988,428	0	0	0	988,428	0.3	48
Maryland	969,675	1,762,593	0	50,000	2,782,268	1.0	35
Massachussets	0	1,690,129	0	298,258	1,988,387	0.7	40
Michigan	0	7,953,589	0	0	7,953,589	2.8	12
Minnesota	2,266,400	4,965,792	0	100,000	7,332,192	2.6	14
Mississippi	2,278,359	4,195,290	1,695,086	1,677,661	9,846,396	3.5	8
Missouri	354,731	6,289,446	0	330,993	6,975,170	2.5	17
Montana	437,393	1,017,356	0	245,238	1,699,987	0.6	41
Nebraska	0	3,432,305	240,742	442,592	4,115,639	1.4	31
Nevada	0	744,931	0	74,848	819,779	0.3	49
New Hampshire	21,344	683,482	388,792	192,988	1,286,606	0.5	45
New Jersey	317,384	2,668,685	251,440	359,722	3,597,231	1.3	34
New Mexico	631,649	1,716,763	1,206,102	494,914	4,049,428	1.4	32
New York	4,456,640	4,442,560	0	515,447	9,414,647	3.3	10
North Carolina	4,060,109	815,183	7,533,346	625,000	13,033,638	4.6	3
North Dakota	1,000	677,651	95,247	0	773,898	0.3	51
Ohio	4,728,237	8,028,228	0	200,000	12,956,465	4.6	4
Oklahoma	3,200	3,670,447	1,082,194	250,000	5,005,841	1.8	24
Oregon	2,051,678	3,543,289	0	941,871	6,536,838	2.3	20
Pennsylvania	0	11,035,018	0	300,000	11,335,018	4.0	6
Puerto Rico	1,300,613	0	0	206,925	1,507,538	0.5	44
Rhode Island	0	334,755	0	0	334,755	0.1	53
South Carolina	340,255	3,046,159	2,144,562	856,668	6,387,644	2.2	21
South Dakota	0	850,736	676,145	148,168	1,675,049	0.6	42
Tennessee	1,733,347	5,177,021	1,205,319	0	8,115,687	2.9	11
Texas	3,280,843	9,715,998	2,700,168	573,808	16,270,817	5.7	1
Utah	116,800	156,890	0	48,298	321,988	0.1	54
Vermont	1,476,676	1,166,087	1,402,640	472,000	4,517,403	1.6	27
Virgin Island	0	129,889	188,500	56,186	374,575	0.1	52
Virginia	5,600,800	6,587,072	0	0	12,187,872	4.3	5
Washington	300,000	3,464,653	0	664,351	4,429,004	1.6	28
West Virginia	411,546	2,849,971	0	540,268	3,601,785	1.3	33
Wisconsin	1,232,483	5,841,912	0	200,000	7,074,395	2.5	16
Wyoming	0	680,764	190,029	153,673	1,024,486	0.4	47
TOTAL	$59,925,730	$170,982,342	$32,502,846	$20,922,155	$284,333,073	100.0	
Percent of Total	*21.1*	*60.1*	*11.4*	*7.4*	*100.0*		

TABLE 35-2005

NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 2005 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
Alabama							$0	0.0
Alaska							0	0.0
American Samoa							0	0.0
Arizona	0	663,055					663,055	3.2
Arkansas							0	0.0
California						1,609,162	1,609,162	7.8
Colorado							0	0.0
Connecticut							0	0.0
Delaware		307,307					307,307	1.5
Florida		1,049,495					1,049,495	5.1
Georgia							0	0.0
Guam							0	0.0
Hawaii							0	0.0
Idaho	12,870	88,436		120,188		66,812	288,306	1.4
Illinois	935,988	1,073,810					2,009,798	9.7
Indiana							0	0.0
Iowa	756,763						756,763	3.7
Kansas		38,002		23,080		225,000	286,082	1.4
Kentucky		1,016,078					1,016,078	4.9
Louisiana		807,656					807,656	3.9
Maine	229,587					(229,587)	0	0.0
Maryland							0	0.0
Massachusetts		298,258					298,258	1.4
Michigan							0	0.0
Minnesota		881,138					881,138	4.3
Mississippi	824,310		80,000				904,310	4.4
Missouri	340,821	291,150					631,971	3.1
Montana	2,825	285,236	24,000				312,061	1.5
Nebraska							0	0.0
Nevada		135,601					135,601	0.7
New Hampshire	21,344						21,344	0.1
New Jersey							0	0.0
New Mexico							0	0.0
New York		1,385,663					1,385,663	6.7
North Carolina							0	0.0
North Dakota		130,577					130,577	0.6
Northern Marianas							0	0.0
Ohio						1,688,470	1,688,470	8.2
Oklahoma							0	0.0
Oregon		250,000					250,000	1.2
Pennsylvania			1,700,255				1,700,255	8.2
Puerto Rico	226,130						226,130	1.1
Rhode Island							0	0.0
South Carolina							0	0.0
South Dakota							0	0.0
Tennessee							0	0.0
Texas	1,441,542	1,014,508	73,808				2,529,858	12.3
Utah	(128,800)	(68,110)					(196,910)	(1.0)
Vermont							0	0.0
Virginia		110,276					110,276	0.5
Virgin Islands							0	0.0
Washington	300,000	364,351					664,351	3.2
West Virginia							0	0.0
Wisconsin							0	0.0
Wyoming		153,673					153,673	0.7
TOTAL	$4,963,380	$10,276,160	$1,878,063	$143,268	$0	$3,359,857	$20,620,728	100.0
Percent of Total	*24.1*	*49.8*	*9.1*	*0.7*	*0.0*	*16.3*	*100.0*	

NOTE: Capital includes preventive maintenance

TABLE 36-2005

FY 2005 NON-URBANIZED AREA FORMULA OBLIGATIONS FOR VEHICLES

	35' - 40' BUS		30' BUS		<30' BUS		TROLLEY STYLE BUS		COMMUTER/ INTERCITY BUS		VANS		STATION WAGONS & SEDANS		FY 2005 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama	0	$0			21	$1,114,201					39	$1,072,477			60	$2,186,678
Alaska	0	0													0	0
American Samoa	0	0									1	65,000			1	65,000
Arizona	0	0	2	132,800	7	328,000									9	460,800
California	13	2,161,401			27	1,802,395									40	3,963,796
Colorado	0	0			2	86,400									2	86,400
Connecticut	0	0	1	360,388	5	188,000									6	548,388
Georgia	6	254,800							2	1,267,723	20	643,200			28	2,165,723
Hawaii	0	0			1	64,081									1	64,081
Idaho	0	0			8	161,130									8	161,130
Illinois	0	0			13	935,988									13	935,988
Indiana	0	0			6	260,400					14	374,114			20	634,514
Iowa	0	0									15	673,917			15	673,917
Kentucky	0	0			1	55,000									1	55,000
Louisiana	0	0									2	64,000			2	64,000
Maine	0	0	2	222,284					1	229,587					3	451,871
Mariana Island	6	500,000									14	444,153			20	944,153
Maryland	2	427,852			8	373,524									10	801,176
Minnesota	1	200,000			42	2,066,400									43	2,266,400
Mississippi	7	285,000			4	564,584					3	59,596			14	909,160
Missouri	0	0							1	340,821	5	13,910			6	354,731
Montana	0	0	3	159,430	3	132,696	0	39,960			0	36,530			6	368,616
New Jersey	0	0	1	72,800											1	72,800
New Mexico	0	0			3	(178,031)					18	(613,674)			21	(791,705)
New York	4	960,000	13	1,017,980	27	1,611,220	2	329,600							46	3,918,800
North Carolina	0	0	2	440,000	12	527,920					122	2,922,201			136	3,890,121
Ohio	0	0									77	2,718,672	3	71,884	80	2,790,556
Oregon	2	293,242			13	970,735					3	128,761			18	1,392,738
Puerto Rico	0	0					2	200,000			3	132,000			5	332,000
South Carolina	0	0									0	4,930			0	4,930
Tennessee	0	0									67	1,722,947			67	1,722,947
Texas	2	480,000			0	0									2	480,000
Utah	0	0	4	116,800											4	116,800
Vermont	1	400,000			10	458,436									11	858,436
Virginia	3	600,000									12	453,600			15	1,053,600
West Virginia	0	0			2	160,000					4	192,000			6	352,000
Wisconsin	0	56,800	0	201,847	0	637,120					0	107,040	0	150,800	0	1,153,607
															0	0
TOTAL	47	$6,818,895	28	$2,724,329	215	$12,320,179	4	$569,560	4	$1,838,131	419	$11,215,374	3	$222,684	720	$35,509,152
% of Vehs. by Type	*6.5*		*3.9*		*29.9*		*0.6*		*0.6*		*58.2*		*0.4*		*100.0*	

TABLE 40-2005

JOB ACCESS / REVERSE COMMUTE OBLIGATIONS IN FY 2005 BY STATE AND BY CATEGORY

STATE	CAPITAL	OPERATING	TOTAL	% OF TOTAL	RANK	% Cap.	% Op.
Alabama	$507,661	$750,778	$1,258,439	1.0	27	40.3	59.7
Alaska	10,000	1,451,502	1,461,502	1.2	22	0.7	99.3
American Samoa	0	0	0	0.0	—	—	—
Arizona	0	0	0	0.0	—	—	—
Arkansas	0	82,605	82,605	0.1	38	0.0	100.0
California	1,981,931	11,082,156	13,064,087	10.4	2	15.2	84.8
Colorado	50,000	1,368,605	1,418,605	1.1	24	3.5	96.5
Connecticut	0	3,221,594	3,221,594	2.6	11	0.0	100.0
Delaware	0	1,500,000	1,500,000	1.2	21	0.0	100.0
Dist. of Columbia	2,834,080	4,696,015	7,530,095	6.0	5	37.6	62.4
Florida	0	2,600,511	2,600,511	2.1	15	0.0	100.0
Georgia	0	1,425,174	1,425,174	1.1	23	0.0	100.0
Guam	0	0	0	0.0	—	—	—
Hawaii	0	0	0	0.0	—	—	—
Idaho	0	0	0	0.0	—	—	—
Illinois	252,761	1,143,335	1,396,096	1.1	25	18.1	81.9
Indiana	0	1,697,214	1,697,214	1.3	18	0.0	100.0
Iowa	171,000	805,280	976,280	0.8	31	17.5	82.5
Kansas	0	693,882	693,882	0.6	33	0.0	100.0
Kentucky	0	1,139,859	1,139,859	0.9	28	0.0	100.0
Louisiana	0	0	0	0.0	—	—	—
Maine	0	0	0	0.0	—	—	—
Maryland	4,000	4,047,102	4,051,102	3.2	10	0.1	99.9
Massachusetts	133,860	991,182	1,125,042	0.9	29	11.9	88.1
Michigan	0	1,861,276	1,861,276	1.5	17	0.0	100.0
Minnesota	146,944	501,360	648,304	0.5	34	22.7	77.3
Mississippi	0	0	0	0.0	—	—	—
Missouri	0	9,869,403	9,869,403	7.8	4	0.0	100.0
Montana	0	0	0	0.0	—	—	—
Nebraska	0	0	0	0.0	—	—	—
Nevada	0	1,625,864	1,625,864	1.3	20	0.0	100.0
New Hampshire	0	49,534	49,534	0.0	39	0.0	100.0
New Jersey	0	0	0	0.0	—	—	—
New Mexico	0	305,348	305,348	0.2	35	0.0	100.0
New York	417,505	2,674,691	3,092,196	2.5	13	13.5	86.5
North Carolina	0	767,769	767,769	0.6	32	0.0	100.0
North Dakota	36,730	260,632	297,362	0.2	36	12.4	87.6
Northern Marianas	0	0	0	0.0	—	—	—
Ohio	0	2,919,774	2,919,774	2.3	14	0.0	100.0
Oklahoma	0	4,498,982	4,498,982	3.6	9	0.0	100.0
Oregon	629,219	2,542,321	3,171,540	2.5	12	19.8	80.2
Pennsylvania	90,000	17,285,782	17,375,782	13.8	1	0.5	99.5
Puerto Rico	0	0	0	0.0	—	—	—
Rhode Island	0	1,635,449	1,635,449	1.3	19	0.0	100.0
South Carolina	0	0	0	0.0	—	—	—
South Dakota	0	150,000	150,000	0.1	37	0.0	100.0
Tennessee	276,149	5,292,776	5,568,925	4.4	8	5.0	95.0
Texas	0	6,964,703	6,964,703	5.5	8	0.0	100.0
Utah	0	0	0	0.0	—	—	—
Vermont	0	1,094,438	1,094,438	0.9	30	0.0	100.0
Virginia	1,585,073	476,713	2,061,786	1.6	16	76.9	23.1
Virgin Islands	0	0	0	0.0	—	—	—
Washington	1,186,941	4,589,917	5,776,858	4.6	7	20.5	79.5
West Virginia	20,000	1,269,660	1,289,660	1.0	26	1.6	98.4
Wisconsin	613,390	9,712,019	10,325,409	8.2	3	5.9	94.1
Wyoming	0	0	0	0.0	—	—	—
TOTAL	$10,947,244	$115,045,205	$125,992,449	100.0		8.7	91.3
Percent of Total	*8.7*	*91.3*	*100.0*				

TABLE 41-2005

FY 2005 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS BY POPULATION GROUP AND UZA

AREA	JOB ACCESS CAPITAL	Cap %	OPERATING	Op %	TOTAL	% of Total
Wenatchee, WA	0	0.0	232,151	100.0	232,151	0.2
SUBTOTAL	204,230	3.5	5,686,086	96.5	5,890,316	4.7
Under 50,000						
Alabama	240,482	24.3	750,778	75.7	991,260	0.8
Alaska	10,000	0.7	1,451,502	99.3	1,461,502	1.2
California	0	0	458,022	100	458,022	0.4
Colorado	$50,000	$4	$1,368,605	$96	1,418,605	1.1
Connecticut	0	0	3,221,594	100	3,221,594	2.6
Delaware	0	0	570,360	100	570,360	0.5
Florida	0	0.0	990,671	100.0	990,671	0.8
Illinois	128,854	12.6	889,783	87.4	1,018,637	0.8
Iowa	171,000	17.5	805,280	82.5	976,280	0.8
Maryland	0	0.0	1,794,729	100.0	1,794,729	1.4
Massachussets	227,940	20.4	891,605	79.6	1,119,545	0.9
Michigan	0	0.0	258,294	100.0	258,294	0.2
Minnesota	146,944	5.6	2,458,943	94.4	2,605,887	2.1
Missouri	0	0.0	3,352,685	100.0	3,352,685	2.7
Nevada	0	0.0	1,526,738	100.0	1,526,738	1.2
New Hampshire	0	0.0	49,534	100.0	49,534	0.0
New York	0	0.0	1,486,890	100.0	1,486,890	1.2
North Carolina	0	0.0	990,671	100.0	990,671	0.8
Oklahoma	0	0.0	3,832,703	100.0	3,832,703	3.0
Rhode Island	0	0.0	1,635,449	100.0	1,635,449	1.3
South Dakota	0	0.0	150,000	100.0	150,000	0.1
Tennessee	276,149	6.0	4,351,079	94.0	4,627,228	3.7
Vermont	0	0.0	991,182	100.0	991,182	0.8
Virginia	0	0.0	476,713	100.0	476,713	0.4
Washington	429,441	19.9	1,730,136	80.1	2,159,577	1.7
West Virginia	10,000	1.6	602,160	98.4	612,160	0.5
Wisconsin	613,390	11.9	$4,538,098	88.1	5,151,488	4.1
SUBTOTAL	2,304,200	5.2	$41,624,204	94.8	43,928,404	34.9
TOTAL	**$10,947,244**		**$115,045,205**		**$125,992,449**	**100.0**

TABLE 42-2005
FY 2005 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES

State / Area	35' - 40' BUS		30' BUS		<30' BUS		COMMUTER / SUBURBAN BUS		USED BUS		VANS		STATION WAGONS & SEDANS		FY 2005 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama																
State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntsville	0	0	0	0	0	0	0	0	0	0	11	180,987	10	63,215	21	244,202
Colorado																
State	0	0	0	0	2	50,000	0	0	0	0	0	0	0	0	2	50,000
Iowa																
State	0	0	1	131,000	0	0	0	0	0	0	1	40,000	0	0	2	171,000
Illinois																
Chicago, IL-IN	0	0	0	0	0	0	0	0	0	0	11	123,907	0	0	11	123,907
State	0	0	0	0	0	0	0	0	0	0	4	128,854	0	0	4	128,854
Kansas																
Wichita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Michigan																
Detroit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minnesota																
State	0	0	0	0	0	0	0	0	0	0	0	0	13	134,986	13	134,986
New Jersey																
State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Mexico																
Santa Fe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pennsylvania																
Philadelphia, PA-NJ-DE-MD	0	0	0	0	2	40,000	0	0	0	0	0	0	0	0	2	40,000
Tennessee																
State	0	0	0	0	0	0	0	0	0	0	2	26,000	0	0	2	26,000
Washington																
Bremerton	0	0	0	0	0	0	0	0	0	0	10	157,500	0	0	10	157,500
Seattle	2	750,000	0	0	0	0	0	0	0	0	0	0	0	0	2	750,000
West Virginia																
State	0	0	0	0	0	0	0	0	0	0	1	10,000	0	0	1	10,000
Weirton, WV–Steubenville, OH-PA	0	0	0	0	0	0	0	0	1	10,000	0	0	0	0	1	10,000
TOTAL	2	$750,000	1	$131,000	4	$90,000	0	$0	1	$10,000	40	$667,248	23	$198,201	71	$1,846,449
% of Vehs. by Type	*2.8*		*1.4*		*5.6*		*0.0*		*1.4*		*56.3*		*32.4*		*100.0*	

TABLE 8
FY 2004 OBLIGATIONS BY PROGRAM AND BY STATE

STATE	PROGRAM																										% of Total	Rank
	CAPITAL PROGRAM	%	URBAN, AREA FORMULA	%	ELDER/PERS. WITH DISABIL.	%	NON-URBAN. FORMULA	%	STATE RTAP	%	JOB ACCESS / REV. COMM.	%	OVER-THE-ROAD BUS	%	EMERGENCY SUPPLEMENTAL	%	PLANNING (METRO/STATE CPG)	%	SECTIONS 330 / 344 / 115 FHWA PROJ	%	TOTAL OBLIGATIONS							
Alabama	$8,156,238	40.8	$10,090,556	50.5	$0	0.0	$0	0.0	$0	0.0	$1,731,278	8.7	$0	0.0	$0	0.0	$0	0.0	$0	0.0	$19,978,072						0.2	38
Alaska	13,711,554	38.2	5,029,971	14.0	694,752	1.9	15,177,449	42.3	54,198	0.2	844,319	2.4	26,316	0.1	0	0.0	341,638	1.0	0	0.0	35,880,197						0.4	32
American Samoa	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0						0.0	56
Arizona	62,325,009	35.2	100,856,361	56.9	2,830,427	1.6	4,465,100	2.5	90,423	0.1	5,067,446	2.9	0	0.0	0	0.0	1,481,637	0.8	0	0.0	177,116,403						2.1	11
Arkansas	4,343,586	22.7	8,579,970	44.8	1,026,721	5.4	3,619,858	18.9	77,023	0.4	363,462	1.9	0	0.0	0	0.0	1,131,105	5.9	0	0.0	19,141,725						0.2	39
California	318,175,952	25.7	752,266,778	61.2	104,351,903	8.5	11,252,111	0.9	145,107	0.0	4,006,233	0.3	293,297	0.0	0	0.0	39,347,321	3.2	1,987,000	0.2	1,229,825,702						14.4	2
Colorado	69,195,814	56.4	48,338,592	39.4	692,654	0.6	1,691,718	1.4	51,119	0.0	446,932	0.4	27,000	0.0	0	0.0	2,287,788	1.8	0	0.0	122,711,615						1.4	18
Connecticut	45,447,582	67.1	8,994,702	13.3	1,000,012	1.5	0	0.0	0	0.0	3,467,348	5.1	0	0.0	0	0.0	868,752	1.3	7,982,400	11.8	67,758,776						0.8	24
Delaware	0	0.0	2,874,414	68.2	352,200	8.0	188,479	4.6	0	0.0	0	0.0	0	0.0	0	0.0	704,106	16.0	0	0.0	3,919,199						0.0	50
Dist. of Col.	177,510,360	61.9	106,790,388	37.3	308,401	0.1	0	0.0	0	0.0	1,754,738	0.6	0	0.0	0	0.0	312,120	0.1	0	0.0	286,676,007						3.4	7
Florida	78,023,202	29.1	172,162,870	64.2	6,044,201	2.3	6,684,574	2.5	117,246	0.0	198,134	0.1	42,068	0.0	0	0.0	4,886,743	1.8	0	0.0	268,159,038						3.1	9
Georgia	41,063,085	28.9	88,252,147	62.2	2,288,079	1.6	7,370,051	5.2	130,977	0.1	1,167,770	0.8	0	0.0	0	0.0	1,669,535	1.2	0	0.0	141,941,644						1.7	15
Guam	0	0.0	0	0.0	0	0.0	582,939	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	582,939						0.0	54
Hawaii	16,642,666	42.3	20,950,000	53.2	0	0.0	919,450	2.3	72,812	0.2	0	0.0	181,576	0.5	0	0.0	617,825	1.6	0	0.0	39,384,329						0.5	31
Idaho	2,518,945	22.0	5,180,371	45.3	127,241	1.1	2,231,717	19.5	79,352	0.7	0	0.0	0	0.0	0	0.0	1,306,220	11.4	0	0.0	11,443,846						0.1	45
Illinois	288,762,403	55.6	217,556,938	42.2	1,990,428	0.4	3,567,848	0.7	60,384	0.0	1,820,826	0.4	333,982	0.1	0	0.0	3,056,413	0.6	745,125	0.1	515,894,327						6.1	4
Indiana	16,217,041	24.8	37,859,754	58.0	1,885,436	2.9	7,116,563	10.9	120,451	0.2	1,000,000	1.5	0	0.0	0	0.0	1,146,321	1.8	0	0.0	65,325,566						0.8	26
Iowa	7,987,596	23.8	13,581,667	40.5	977,883	2.9	5,838,757	17.4	102,673	0.3	990,671	3.0	0	0.0	0	0.0	2,094,572	6.2	1,978,848	5.9	33,552,665						0.4	33
Kansas	7,268,038	34.3	5,985,214	28.3	0	0.0	3,853,499	18.2	71,848	0.3	3,084,606	14.6	0	0.0	0	0.0	919,169	4.3	0	0.0	21,182,374						0.2	37
Kentucky	12,598,350	31.8	18,832,761	46.7	1,457,184	3.7	6,585,421	16.5	116,471	0.3	0	0.0	26,507	0.1	0	0.0	440,502	1.1	0	0.0	39,859,196						0.5	30
Louisiana	47,949,627	68.2	15,455,529	22.0	854,746	1.2	5,182,880	7.4	105,207	0.1	0	0.0	0	0.0	0	0.0	772,941	1.1	0	0.0	70,320,930						0.8	23
Maine	4,201,273	29.3	6,060,564	42.4	531,663	3.7	2,629,564	18.4	84,985	0.6	489,682	3.4	0	0.0	0	0.0	312,140	2.2	0	0.0	14,329,871						0.2	41
Maryland	43,244,744	57.6	22,482,959	29.9	1,540,533	2.1	2,858,175	3.5	85,778	0.1	4,953,354	6.6	166,724	0.2	0	0.0	0	0.0	0	0.0	75,132,265						0.9	22
Massachusetts	46,247,413	24.1	136,668,245	71.2	2,034,741	1.1	1,899,708	1.0	79,848	0.0	2,757,131	1.4	220,859	0.1	0	0.0	2,174,144	1.1	0	0.0	192,082,089						2.3	10
Michigan	28,107,646	24.8	60,222,033	53.1	3,131,611	2.8	15,275,527	13.5	269,662	0.2	4,411,050	3.9	36,981	0.0	0	0.0	1,859,224	1.6	0	0.0	113,313,714						1.3	19
Minnesota	101,791,587	63.0	45,785,680	28.3	952,002	0.6	7,793,802	4.8	110,858	0.1	990,671	0.6	330,677	0.2	0	0.0	3,857,541	2.4	0	0.0	161,612,818						1.9	13
Mississippi	8,442,338	57.7	2,145,828	14.7	620,848	4.2	3,365,028	23.0	64,178	0.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	14,638,218						0.2	40
Missouri	33,101,050	34.8	43,892,366	45.9	1,783,015	1.9	6,664,068	7.0	117,086	0.1	4,547,807	4.8	45,022	0.0	0	0.0	5,513,547	5.8	0	0.0	95,663,961						1.1	20
Montana	580,000	20.6	839,235	29.8	0	0.0	1,333,992	47.4	59,169	2.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2,812,396						0.0	52
Nebraska	737,759	9.0	6,823,602	83.7	594,868	7.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	8,156,229						0.1	46
Nevada	7,011,446	13.4	43,626,035	83.5	539,896	1.0	642,470	1.2	53,772	0.1	297,378	0.6	82,950	0.2	0	0.0	0	0.0	0	0.0	52,255,947						0.6	29
New Hampshire	0	0.0	3,530,420	54.2	456,692	7.0	1,938,981	29.8	79,224	1.2	149,302	2.3	48,800	0.7	0	0.0	312,104	4.8	0	0.0	6,515,523						0.1	47
New Jersey	239,333,289	45.1	274,735,557	51.8	2,579,196	0.5	1,760,932	0.3	78,721	0.0	4,953,354	0.9	274,950	0.1	649,821	0.1	2,537,387	0.5	3,296,077	0.6	530,201,284						6.2	3
New Mexico	6,648,351	24.3	15,015,500	54.9	510,820	1.9	2,660,528	9.7	63,672	0.2	1,224,756	4.5	0	0.0	0	0.0	236,415	0.9	993,500	3.6	27,353,642						0.3	36
New York	454,917,713	21.8	524,583,940	24.9	6,070,348	0.3	0	0.0	0	0.0	4,536,331	0.2	461,925	0.0	1,110,600,000	52.8	2,413,699	0.1	0	0.0	2,103,583,956						24.7	1
North Carolina	43,080,907	55.5	23,596,824	30.4	0	0.0	9,471,611	12.2	154,184	0.2	122,000	0.2	0	0.0	0	0.0	1,144,329	1.5	0	0.0	77,569,855						0.9	21
North Dakota	489,687	10.0	2,351,633	48.1	0	0.0	1,094,647	22.4	73,556	1.5	0	0.0	0	0.0	0	0.0	881,816	18.0	0	0.0	4,891,339						0.1	48
No. Marianas	0	0.0	0	0.0	0	0.0	572,803	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	572,803						0.0	55
Ohio	34,244,252	19.7	113,485,904	65.2	1,619,683	0.9	12,554,410	7.2	149,056	0.1	1,469,758	0.8	60,140	0.0	0	0.0	7,408,549	4.3	2,980,500	1.7	173,992,252						2.0	12
Oklahoma	5,382,100	18.9	11,470,426	40.3	0	0.0	3,928,120	13.8	79,430	0.3	7,150,173	25.1	0	0.0	0	0.0	451,156	1.6	0	0.0	28,461,405						0.3	34
Oregon	92,834,367	58.6	54,965,547	34.7	1,119,039	0.7	8,039,001	5.1	190,076	0.1	1,291,432	0.8	0	0.0	0	0.0	0	0.0	0	0.0	158,439,462						1.9	14
Pennsylvania	179,313,531	43.7	205,078,619	49.9	4,030,787	1.0	12,497,460	3.0	149,642	0.0	4,202,683	1.0	447,709	0.1	0	0.0	3,155,503	0.8	1,884,615	0.5	410,760,549						4.8	5
Puerto Rico	87,668,327	53.6	58,595,014	35.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	126,263,341						1.5	16
Rhode Island	1,360,000	10.3	9,368,000	70.7	461,827	3.5	319,824	2.4	136,221	1.0	1,399,659	10.6	109,935	0.8	0	0.0	103,380	0.8	0	0.0	13,258,846						0.2	42
South Carolina	10,203,049	38.4	10,532,074	37.5	1,860,342	6.6	3,323,774	11.8	63,856	0.2	0	0.0	35,000	0.1	0	0.0	533,128	1.9	1,500,000	5.3	28,051,223						0.3	35
South Dakota	409,340	10.8	1,953,217	51.7	242,536	6.4	869,588	23.0	44,712	1.2	0	0.0	0	0.0	0	0.0	257,435	6.8	0	0.0	3,776,828						0.0	51
Tennessee	17,095,645	28.7	29,759,966	49.9	1,197,760	2.0	7,530,817	12.6	121,661	0.2	3,068,023	5.1	0	0.0	0	0.0	845,061	1.4	0	0.0	59,618,933						0.7	27
Texas	64,632,978	20.8	206,194,182	66.4	5,625,331	1.8	21,928,226	7.1	190,941	0.1	3,395,968	1.1	3,237,376	1.0	0	0.0	5,467,576	1.8	0	0.0	310,672,576						3.6	6
Utah	16,893,481	31.2	32,533,088	60.0	465,060	0.8	968,720	1.8	56,316	0.1	0	0.0	28,135	0.1	0	0.0	3,282,205	6.1	0	0.0	54,227,005						0.6	28
Vermont	7,251,518	57.2	1,638,637	12.9	2,198,452	17.4	1,017,011	8.0	0	0.0	144,559	1.1	72,698	0.6	0	0.0	344,176	2.7	0	0.0	12,667,051						0.1	43
Virginia	34,179,774	27.7	76,625,013	62.1	2,011,109	1.6	8,171,781	6.6	114,188	0.1	91,174	0.1	120,192	0.1	427,466	0.3	1,694,331	1.4	0	0.0	123,435,008						1.4	17
Virgin Islands	1,472,291	61.0	0	0.0	150,682	6.2	758,643	31.4	33,567	1.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2,413,183						0.0	53
Washington	138,403,273	49.8	124,313,843	44.8	1,715,373	0.6	3,919,554	1.4	98,073	0.0	6,338,487	2.3	29,250	0.0	0	0.0	1,967,614	0.7	1,987,000	0.7	278,772,467						3.3	8
West Virginia	1,702,000	14.6	4,362,897	37.4	782,034	6.7	3,441,140	29.5	91,896	0.8	987,500	8.5	0	0.0	0	0.0	312,120	2.7	0	0.0	11,679,587						0.1	44
Wisconsin	25,832,234	39.2	30,425,091	46.2	1,569,358	2.4	6,036,034	9.2	108,930	0.2	1,114,502	1.7	108,000	0.2	0	0.0	690,923	1.0	0	0.0	65,885,072						0.8	25
Wyoming	1,722,271	40.8	710,827	16.9	196,877	4.7	978,792	23.2	72,650	1.7	0	0.0	0	0.0	0	0.0	533,881	12.7	0	0.0	4,215,298						0.0	49
TOTAL	$2,932,432,650		$3,823,633,847		$173,454,751		$242,371,128		$4,471,197		$86,030,497		$6,870,029		$1,111,677,287		$111,852,090		$25,337,083		$8,517,930,548						100.0	
Percent of Total	*34.4*		*44.9*		*2.0*		*2.8*		*0.1*		*1.0*		*0.1*		*13.1*		*1.3*		*0.3*		*100.0*							

NOTE: Obligations do not include Program Management Oversight ($56,725,838) or National RTAP ($750,000).

TABLE 10
FY 2004 PURCHASES BY TYPE OF MOTOR VEHICLE AND PROGRAM

Program		40 ft. Bus	35 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van	Sta. Wagon/ Sedan	Trolley Bus	Intercity / Comm. Bus	Other	TOTAL	Percent of Total
Urb. Area Formula	#	682	154	183	839	100	729	13	50	103	117	2,970	40 5
	$	$232,700,239	$36,832,816	$35,503,512	$56,883,115	$38,861,004	$28,813,079	$265,096	$5,683,184	$34,987,557	$109,619,687	$580,129,289	63 5
Capital	#	291	161	168	381	38	936	16	41	28	24	2,084	28 4
	$	$72,542,851	$33,933,351	$32,036,500	$20,117,982	$14,504,408	$30,170,805	$239,971	$9,009,986	$10,445,068	$12,863,639	$235,864,561	25.8
Elderly / Disabled	#	22	0	2	868	0	938	6	0	0	1	1,837	25 1
	$	$1,992,080	$0	$102,121	$33,541,267	$0	$26,599,850	$96,498	$0	$0	$55,400	$62,387,216	6.8
Non-urb. Area Formula	#	5	4	13	209	0	176	0	5	4	3	419	5 7
	$	$975,906	$630,200	$1,205,657	$10,239,160	$0	$5,436,191	$0	$337,278	$1,041,107	$14,516,975	$34,384,474	3 8
Job Access/Rev. Com.	#	0	0	0	3	0	19	0	0	0	1	23	0.3
	$	$0	$0	$0	$122,000	$0	$319,500	$0	$0	$0	$3,000	$444,500	0 0
Misc. FHWA Trfs.	#	0	0	0	0	0	0	0	0	0	0	0	0 0
	$	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0 0
Total	#	1,000	319	366	2,300	138	2,798	35	96	135	146	7,333	100 0
	$	$308,211,076	$71,396,367	$68,847,790	$120,883,524	$53,365,412	$91,341,425	$601,565	$15,030,448	$46,473,732	$137,058,701	$913,210,040	100 0
Percent of Total	#	13 6	4.4	5.0	31 4	1.9	38.2	0.5	1.3	1.8	2 0	100 0	
	$	33.8	7.8	7.5	13.2	5 8	10 0	0.1	1.6	5 1	15.0	100 0	

NOTE: Total dollars differ from Bus Purchase column in Table 4 -- This table includes Fixed Guideway funds ($17,209,323) and New Start funds ($14,766,612) used for bus purchase. See Tables 14 & 24
Other includes ferry boat, double deck bus, dual mode bus, school bus, and used bus

TABLE 11
FY 2004 PURCHASES BY TYPE OF MOTOR VEHICLE AND POPULATION GROUPING

Population Grouping		35-40 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van / Sta. Wgn/Sdn	Trolley Bus	Intercity / Comm. Bus	Used Bus	School-type Bus	Other	TOTAL	Percent of Total
> 1,000,000	#	802	100	524	123	809	26	122	2	0	123	2,431	33.2
	$	$253,931,624	$26,049,849	$34,625,691	$45,658,459	$22,854,063	$6,270,676	$42,530,714	$49,800	$0	$117,987,938	$549,958,814	60.2
200,000 - 1,000,000	#	221	77	249	15	232	11	4	2	0	2	813	11.1
	$	$59,722,323	$15,068,526	$17,335,211	$7,706,953	$9,059,920	$1,733,869	$1,280,000	$32,000	$0	$4,000,000	$115,938,802	12 7
50,000 - 200,000	#	213	134	230	0	116	46	5	5	0	6	755	10 3
	$	$46,350,118	$21,286,371	$14,576,968	$0	$4,137,201	$5,134,663	$1,621,911	$87,000	$0	$336,000	$93,510,232	10.2
Rural or State DOTs	#	83	55	1,297	0	1,876	13	4	3	1	2	3,334	45 5
	$	$19,603,378	$6,443,044	$54,345,654	$0	$55,891,806	$1,891,240	$1,041,107	$25,588	$55,400	$14,504,975	$153,802,192	16 8
Total	#	1,319	366	2,300	138	2,833	96	135	12	1	133	7,333	100 0
	$	$379,607,443	$68,847,790	$120,883,524	$53,365,412	$91,942,990	$15,030,448	$46,473,732	$174,388	$55,400	$136,828,913	$913,210,040	100 0
Percent of Total	#	18 0	5 0	31.4	1 9	38 6	1.3	1.8	0.2	0.0	1.8	100 0	
	$	41.6	7.5	13.2	5 8	10.1	1.6	5 1	0.0	0.0	15.0	100 0	

NOTE: Grantees for the Elderly / Persons with Disabilities Program are State DOTs, although the vehicles may be used for urban or rural areas. Other is ferry boat and dual mode bus
Negative numbers indicate budget revisions from previously obligated grants

TABLE 33

FY 2004 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

STATE	RANK	TOTAL OBLIGATION AMOUNT	% of Total	Flexible Fund Obligs	% Flex Obs	TOTAL NO. OF VEHICLES	%	30-40 FT. BUSES #	30-40 FT. BUSES $	< 30 FT. BUSES #	< 30 FT. BUSES $	SCHOOL BUSES #	SCHOOL BUSES $	VANS #	VANS $	SEDANS/ STATION WAGONS #	SEDANS/ STATION WAGONS $	OTHER #	OTHER $
Alabama	46	$0	0.0			0	0.0												
Alaska	30	694,752	0.4	454,850	65.5	3	0.2			2	90,842			1	58,720				
Arizona	7	2,830,427	1.6	1,182,900	41.8	87	4.7							87	2,476,800				
Arkansas	24	1,026,721	0.6			32	1.7			26	776,560			6	147,489				
California	1	104,351,903	60.2	94,895,586	90.9	279	15.2			127	5,359,600			152	5,452,608				
Colorado	31	692,654	0.4			24	1.3			24	597,787								
Connecticut	25	1,000,012	0.6			26	1.4			16	560,000			10	350,000				
Delaware	40	352,200	0.2			6	0.3			6	352,200								
District of Columbia	41	308,401	0.2			9	0.5			5	190,000			4	78,400				
Florida	3	6,044,201	3.5			190	10.3			91	3,875,443			93	1,979,940	6	98,498		
Georgia	9	2,288,079	1.3			0	0.0												
Hawaii	46	0	0.0			0	0.0												
Idaho	45	127,241	0.1			5	0.3			3	60,650			2	21,129				
Illinois	13	1,990,428	1.1			42	2.3			42	1,807,200								
Indiana	14	1,885,436	1.1			68	3.7							68	1,811,710				
Iowa	26	977,883	0.6			0	0.0												
Kansas	46	0	0.0			0	0.0												
Kentucky	21	1,457,184	0.8			45	2.4							45	1,432,184				
Louisiana	28	854,746	0.5			28	1.5							28	764,173				
Maine	35	531,663	0.3			10	0.5			9	364,244	1	55,400						
Maryland	20	1,540,533	0.9			24	1.3			24	1,447,000								
Massachusetts	11	2,034,741	1.2			56	3.0			13	490,724			43	1,177,568				
Michigan	6	3,131,611	1.8	202,560	6.5	68	3.7	1	57,120	48	2,482,092			19	417,236				
Minnesota	27	952,002	0.5			27	1.5			27	952,002								
Mississippi	32	620,848	0.4			31	1.7			18	304,392			13	212,260				
Missouri	16	1,783,015	1.0			65	3.5							65	1,532,757				
Montana	46	0	0.0			0	0.0												
Nebraska	33	594,868	0.3			22	1.2							22	535,382				
Nevada	34	539,896	0.3			0	0.0												
New Hampshire	39	456,692	0.3			19	1.0			19	395,012								
New Jersey	8	2,579,186	1.5			48	2.6	1	84,000	37	1,763,200			10	390,480				
New Mexico	36	510,820	0.3			17	0.9							17	491,878				
New York	2	6,070,348	3.5			113	6.2	21	1,934,960	92	3,550,640								
North Carolina	46	0	0.0			0	0.0												
North Dakota	46	0	0.0			0	0.0												
Ohio	18	1,619,683	0.9			69	3.8							69	1,586,100				
Oklahoma	46	0	0.0			0	0.0												
Oregon	23	1,119,039	0.6			0	0.0												
Pennsylvania	5	4,030,787	2.3			97	5.3			61	2,669,360			36	1,224,400				
Puerto Rico	46	0	0.0			0	0.0												
Rhode Island	38	461,827	0.3			10	0.5							10	461,827				
South Carolina	15	1,860,342	1.1	1,055,997	56.8	19	1.0			13	273,000			6	75,600				
South Dakota	42	242,536	0.1			8	0.4			3	134,400			5	100,000				
Tennessee	22	1,197,760	0.7			45	2.4			15	658,400			30	539,360				
Texas	4	5,625,331	3.2			48	2.6	1	18,121	33	1,558,608			14	676,703				
Utah	37	465,060	0.3			14	0.8			14	418,554								
Vermont	10	2,198,452	1.3	1,950,164	88.7	4	0.2			4	144,000								
Virginia	12	2,011,109	1.2			62	3.4							62	1,822,400				
Virgin Islands	44	150,682	0.1			3	0.2			3	115,682								
Washington	17	1,715,373	1.0			18	1.0			18	460,317								
West Virginia	29	782,034	0.5			19	1.0							19	623,559				
Wisconsin	19	1,569,358	0.9			72	3.9			72	1,569,358								
Wyoming	43	196,877	0.1			5	0.3			3	120,000			2	57,189				
TOTAL (Percent of Vehicles by Type)		$173,454,751	100.0	99,742,057	57.5	1,837	100.0	24	$2,094,201	868	$33,541,267	1	$55,400	938	$26,599,850	8	$98,498	0	$0
						100.0		1.3		47.3		0.1		51.1		0.3		0.0	

NOTE: $5.0 million was transferred to the Non-urbanized Area Formula Program
% Flex / Trfs. column equals the Flexible Fund / FHWA Transfer Obligations as a percentage of Total Obligation
In the 30-40' Category: MI and NY buses are 40 ft; all remaining are 30 ft
Approximately 76% of the vehicles purchased have lifts

TABLE 34

NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 2004 BY STATE AND BY CATEGORY

STATE	NO. OF SUB-RECIP.	CAPITAL	OPERATING	PROJECT ADMIN.	STATE ADMIN.	INTERCITY BUS	TOTAL OBLIGATIONS	% OF TOTAL	RANK
Alabama		$0	$0	$0	$0	$0	$0	0.0	50
Alaska		14,479,975	301,075	187,157	104,621	104,621	15,177,449	6.3	3
American Samoa		0	0	0	0	0	0	0.0	50
Arizona		1,212,396	1,518,287	975,826	288,228	470,363	4,465,100	1.8	20
Arkansas		205,771	1,467,448	1,333,660	542,979	70,000	3,619,858	1.5	24
California		1,661,980	6,515,349	0	1,537,391	1,537,391	11,252,111	4.6	6
Colorado		0	1,198,061	239,901	253,756	0	1,691,718	0.7	38
Connecticut		0	0	0	0	0	0	0.0	50
Delaware		0	0	0	0	188,479	188,479	0.1	49
Florida		0	5,213,969	0	467,919	1,002,686	6,684,574	2.8	14
Georgia		450,640	4,633,170	0	1,270,134	1,016,107	7,370,051	3.0	12
Guam		0	495,499	0	87,440	0	582,939	0.2	46
Hawaii		0	568,000	206,400	145,050	0	919,450	0.4	42
Idaho		196,334	901,709	582,780	275,447	275,447	2,231,717	0.9	32
Illinois		0	1,681,208	1,120,805	230,658	535,177	3,567,848	1.5	25
Indiana		646,520	5,375,086	0	250,000	844,957	7,116,563	2.9	13
Iowa		1,995,534	2,929,502	0	190,711	723,010	5,838,757	2.4	18
Kansas		0	3,522,418	0	120,000	211,081	3,853,499	1.6	23
Kentucky		0	5,172,607	0	425,000	987,814	6,585,421	2.7	16
Louisiana		86,344	4,324,903	0	771,633	0	5,182,880	2.1	19
Maine		54,929	1,084,840	722,720	383,537	383,538	2,629,564	1.1	31
Maryland		950,175	1,658,000	0	50,000	0	2,658,175	1.1	30
Massachusetts		0	1,328,788	0	284,955	284,955	1,899,708	0.8	34
Michigan		6,829,318	8,446,209	0	0	0	15,275,527	6.3	2
Minnesota		2,033,204	4,648,705	0	229,080	882,813	7,793,802	3.2	10
Mississippi		144,494	2,346,516	874,018	0	0	3,365,028	1.4	27
Missouri		259,206	5,300,496	0	552,789	551,577	6,664,068	2.7	15
Montana		134,067	793,850	0	172,473	233,602	1,333,992	0.6	37
Nebraska		0	0	0	0	0	0	0.0	50
Nevada		0	443,416	0	61,239	137,815	642,470	0.3	45
New Hampshire		119,128	988,383	525,688	272,977	32,805	1,938,981	0.8	33
New Jersey		0	1,273,076	47,623	176,093	264,140	1,760,932	0.7	35
New Mexico		641,637	449,306	398,342	286,579	884,664	2,660,528	1.1	29
New York		0	0	0	0	0	0	0.0	50
North Carolina		1,276,982	529,515	7,040,114	625,000	0	9,471,611	3.9	7
North Dakota		31,000	735,906	136,375	0	191,366	1,094,647	0.5	38
Northern Mananas		572,803	0	0	0	0	572,803	0.2	47
Ohio		2,353,450	8,387,798	0	200,000	1,613,162	12,554,410	5.2	4
Oklahoma		84,340	2,690,237	793,543	360,000	0	3,928,120	1.6	21
Oregon		351,359	5,378,124	0	1,154,759	1,154,759	8,039,001	3.3	9
Pennsylvania		1,668,000	8,994,060	0	210,981	1,624,419	12,497,460	5.2	5
Puerto Rico		0	0	0	0	0	0	0.0	50
Rhode Island		0	319,824	0	0	0	319,824	0.1	48
South Carolina		60,771	1,440,274	1,314,585	508,144	0	3,323,774	1.4	28
South Dakota		0	455,062	397,912	16,614	0	869,588	0.4	43
Tennessee		1,368,371	4,934,985	1,227,461	0	0	7,530,817	3.1	11
Texas		3,574,126	8,370,043	4,878,333	500,000	4,605,724	21,928,226	9.0	1
Utah		520,200	106,302	0	145,308	196,910	968,720	0.4	41
Vermont		818,861	44,000	0	154,150	0	1,017,011	0.4	39
Virginia		2,659,697	5,512,064	0	0	0	8,171,761	3.4	8
Virgin Islands		0	284,067	343,852	128,724	0	756,643	0.3	44
Washington		638,104	2,012,010	0	634,720	634,720	3,919,554	1.6	22
West Virginia		775,934	2,149,035	0	516,171	0	3,441,140	1.4	26
Wisconsin		440,499	5,595,535	0	0	0	6,036,034	2.5	17
Wyoming		0	575,227	109,929	146,818	146,818	978,792	0.4	40
TOTAL	0	$49,296,149	$133,094,954	$23,457,024	$14,732,078	$21,790,920	$242,371,125	100.0	
Percent of Total		*20.3*	*54.9*	*9.7*	*6.1*	*9.0*	*100.0*		

NOTE: The following obligations (included in the Capital column) are for preventive maintenance: ID - $63,310; MD - $56,000; ME - $24,800; NH - $119,128; SC - $23,380; TX - $72,499.
Planning for IA ($190,711) is included in State Administration.

TABLE 35

NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 2004 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
Alabama							$0	0.0
Alaska		37,323		67,298			104,621	0.5
American Samoa							0	0.0
Arizona		470,363					470,363	2.2
Arkansas		70,000					70,000	0.3
California	556,609		25,000			955,782	1,537,391	7.1
Colorado							0	0.0
Connecticut							0	0.0
Delaware		188,479					188,479	0.9
Florida		1,002,686					1,002,686	4.6
Georgia	1,016,107						1,016,107	4.7
Guam							0	0.0
Hawaii							0	0.0
Idaho	78,085	101,756		95,606			275,447	1.3
Illinois		535,177					535,177	2.5
Indiana	360,800	474,557		9,600			844,957	3.9
Iowa	723,010						723,010	3.3
Kansas		38,001		23,080		150,000	211,081	1.0
Kentucky		987,814					987,814	4.5
Louisiana							0	0.0
Maine		153,951				229,587	383,538	1.8
Maryland							0	0.0
Massachusetts		284,955					284,955	1.3
Michigan							0	0.0
Minnesota		882,813					882,813	4.1
Mississippi							0	0.0
Missouri	122,326	429,251					551,577	2.5
Montana	19,991	213,611					233,602	1.1
Nebraska							0	0.0
Nevada		137,815					137,815	0.6
New Hampshire		32,805					32,805	0.2
New Jersey						264,140	264,140	1.2
New Mexico	170,128	482,872		231,664			884,664	4.1
New York							0	0.0
North Carolina							0	0.0
North Dakota		191,366					191,366	0.9
Northern Marianas							0	0.0
Ohio						1,613,162	1,613,162	7.4
Oklahoma							0	0.0
Oregon	25,000	459,300	40,000			630,459	1,154,759	5.3
Pennsylvania		1,624,419					1,624,419	7.5
Puerto Rico							0	0.0
Rhode Island							0	0.0
South Carolina							0	0.0
South Dakota							0	0.0
Tennessee							0	0.0
Texas	3,617,757	822,989	369,000			(204,022)	4,605,724	21.1
Utah	128,800	68,110					196,910	0.9
Vermont							0	0.0
Virginia							0	0.0
Virgin Islands							0	0.0
Washington		634,720					634,720	2.9
West Virginia							0	0.0
Wisconsin							0	0.0
Wyoming		146,818					146,818	0.7
TOTAL	$6,818,613	$10,471,951	$434,000	$427,248	$0	$3,639,108	$21,790,920	100.0
Percent of Total	*31.3*	*48.1*	*2.0*	*2.0*	*0.0*	*16.7*	*100.0*	

NOTE: $727,200 of Capital is for preventive maintenance. (IA - $723,010; ID - $4,190)

TABLE 36

FY 2004 NON-URBANIZED AREA FORMULA OBLIGATIONS FOR VEHICLES

	35' - 40' BUS		30' BUS		<30' BUS		TROLLEY STYLE BUS		COMMUTER/ INTERCITY BUS		VANS		STATION WAGONS & SEDANS		FY 2004 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama															0	$0
Alaska															0	0
American Samoa															0	0
Arizona			1	220,000	12	798,652					1	54,800			14	1,073,452
Arkansas															0	0
California	2	531,793			3	194,691					1	24,900			6	751,384
Colorado															0	0
Connecticut															0	0
Delaware															0	0
Florida															0	0
Georgia					12	403,200			2	1,016,107					14	1,419,307
Guam															0	0
Hawaii															0	0
Idaho					7	133,024									7	133,024
Illinois															0	0
Indiana					7	307,040					12	326,920			19	633,960
Iowa					1	12,000					21	907,948			22	919,948
Kansas															0	0
Kentucky															0	0
Louisiana											3	76,775			3	76,775
Maine															0	0
Maryland			1	76,200	14	638,473									15	714,673
Massachusetts															0	0
Michigan					31	1,733,854	1	37,938			7	116,452			39	1,888,244
Minnesota					39	2,033,204									39	2,033,204
Mississippi															0	0
Missouri															0	0
Montana			1	34,963	1	20,811	1	43,340			1	9,470			4	108,584
Nebraska															0	0
Nevada															0	0
New Hampshire															0	0
New Jersey															0	0
New Mexico					3	178,031					18	613,674			21	791,705
New York															0	0
North Carolina			2	440,000	7	345,600					15	399,640			24	1,185,240
North Dakota															0	0
No. Marianas	2	211,500									19	330,000			21	541,500
Ohio															0	0
Oklahoma											2	71,380			2	71,380
Oregon									2	25,000					2	25,000
Pennsylvania	2	165,000													2	165,000
Puerto Rico															0	0
Rhode Island															0	0
South Carolina											1	7,270			1	7,270
South Dakota															0	0
Tennessee											43	1,229,457			43	1,229,457
Texas					59	2,892,295					12	480,920			71	3,373,215
Utah	2	485,200	3	155,000											5	620,200
Vermont			1	52,800	10	455,413									11	508,213
Virginia							3	256,000			13	525,215			16	781,215
Virgin Islands															0	0
Washington	1	232,613	2	0	3	24,872					4	119,370			10	376,855
West Virginia					1	80,000					3	144,000			4	224,000
Wisconsin			2	226,694											2	226,694
Wyoming															0	0
TOTAL	9	$1,606,106	13	$1,205,657	210	$10,251,160	5	$337,278	4	$1,041,107	176	$5,438,191	0	$0	417	$19,879,499
% of Vehs. by Type	*2.2*		*3.1*		*50.4*		*1.2*		*1.0*		*42.2*		*0.0*		*100.0*	

NOTE: In the 35'-40' column, bus purchases for the following states are 40' buses: California, Northern Marianas, and Washington.
Iowa <30' bus is a used bus.
Ferry boat purchases are not shown in the table, but include: Alaska - 1, $14,479,975; Maine - 1, $25,000.

TABLE 40

JOB ACCESS / REVERSE COMMUTE OBLIGATIONS IN FY 2004 BY STATE AND BY CATEGORY

STATE	JOB ACCESS CAPITAL	JOB ACCESS OPERATING	JOB ACCESS TOTAL	JOB ACCESS % JA	REVERSE COMMUTE CAPITAL	REVERSE COMMUTE OPERATING	REVERSE COMMUTE TOTAL	REVERSE COMMUTE % RC	TOTAL OBLIGATIONS	% OF TOTAL	RANK	% Cap.	% Op.
Alabama	$600,000	$1,131,278	$1,731,278	100.0			$0	0.0	$1,731,278	2.0	18	34.7	65.3
Alaska	200,000	594,756	794,756	94.1		49,563	49,563	5.9	844,319	1.0	29	23.7	76.3
American Samoa			0				0		0	0.0	—		
Arizona		5,067,446	5,067,446	100.0			0	0.0	5,067,446	5.9	3	0.0	100.0
Arkansas		363,462	363,462	100.0			0	0.0	363,462	0.4	32	0.0	100.0
California	241,926	3,739,307	3,981,233	99.4		25,000	25,000	0.6	4,006,233	4.7	10	6.0	94.0
Colorado		446,932	446,932	100.0			0	0.0	446,932	0.5	31	0.0	100.0
Connecticut		3,467,348	3,467,348	100.0			0	0.0	3,467,348	4.0	11	0.0	100.0
Delaware			0				0		0	0.0	—		
Dist. of Columbia	25,000	1,729,738	1,754,738	100.0			0	0.0	1,754,738	2.0	17	1.4	98.6
Florida		198,134	198,134	100.0			0	0.0	198,134	0.2	34	0.0	100.0
Georgia		1,167,770	1,167,770	100.0			0	0.0	1,167,770	1.4	23	0.0	100.0
Guam			0				0		0	0.0	—		
Hawaii			0				0		0	0.0	—		
Idaho			0				0		0	0.0	—		
Illinois		1,820,826	1,820,826	100.0			0	0.0	1,820,826	2.1	16	0.0	100.0
Indiana		1,000,000	1,000,000	100.0			0	0.0	1,000,000	1.2	25	0.0	100.0
Iowa	49,000	941,671	990,671	100.0			0	0.0	990,671	1.2	26	4.9	95.1
Kansas	40,000	3,044,606	3,084,606	100.0			0	0.0	3,084,606	3.6	13	1.3	98.7
Kentucky			0				0		0	0.0	—		
Louisiana			0				0		0	0.0	—		
Maine	47,000	442,682	489,682	100.0			0	0.0	489,682	0.6	30	9.6	90.4
Maryland		3,464,995	3,464,995	70.0		1,488,359	1,488,359	30.0	4,953,354	5.8	4	0.0	100.0
Massachusetts	99,067	2,658,064	2,757,131	100.0			0	0.0	2,757,131	3.2	15	3.6	96.4
Michigan	33,651	4,377,399	4,411,050	100.0			0	0.0	4,411,050	5.1	8	0.8	99.2
Minnesota		990,671	990,671	100.0			0	0.0	990,671	1.2	26	0.0	100.0
Mississippi			0				0		0	0.0	—		
Missouri		4,547,807	4,547,807	100.0			0	0.0	4,547,807	5.3	6	0.0	100.0
Montana			0				0		0	0.0	—		
Nebraska			0				0		0	0.0	—		
Nevada		297,378	297,378	100.0			0	0.0	297,378	0.3	33	0.0	100.0
New Hampshire		149,302	149,302	100.0			0	0.0	149,302	0.2	35	0.0	100.0
New Jersey	769,311	3,842,843	4,612,154	93.1		341,200	341,200	6.9	4,953,354	5.8	4	15.5	84.5
New Mexico	75,000	1,149,756	1,224,756	100.0			0	0.0	1,224,756	1.4	22	6.1	93.9
New York	49,500	3,991,496	4,040,996	89.1		495,335	495,335	10.9	4,536,331	5.3	7	1.1	98.9
North Carolina		122,000	122,000	100.0			0	0.0	122,000	0.1	37	0.0	100.0
North Dakota			0				0		0	0.0	—		
Northern Marianas			0				0		0	0.0	—		
Ohio	(8,026)	1,477,784	1,469,758	100.0			0	0.0	1,469,758	1.7	19	-0.5	100.5
Oklahoma		7,150,173	7,150,173	100.0			0	0.0	7,150,173	8.3	1	0.0	100.0
Oregon	13,500	1,277,932	1,291,432	100.0			0	0.0	1,291,432	1.5	21	1.0	99.0
Pennsylvania		4,202,683	4,202,683	100.0			0	0.0	4,202,683	4.9	9	0.0	100.0
Puerto Rico			0				0		0	0.0	—		
Rhode Island		1,399,659	1,399,659	100.0			0	0.0	1,399,659	1.6	20	0.0	100.0
South Carolina			0				0		0	0.0	—		
South Dakota			0				0		0	0.0	—		
Tennessee	152,502	2,915,521	3,068,023	100.0			0	0.0	3,068,023	3.6	14	5.0	95.0
Texas	35,000	3,360,968	3,395,968	100.0			0	0.0	3,395,968	3.9	12	1.0	99.0
Utah			0				0		0	0.0	—		
Vermont		144,559	144,559	100.0			0	0.0	144,559	0.2	36	0.0	100.0
Virginia	91,174		91,174	100.0			0	0.0	91,174	0.1	38	100.0	0.0
Virgin Islands			0				0		0	0.0	—		
Washington	201,551	5,723,457	5,925,008	93.5		413,479	413,479	6.5	6,338,487	7.4	2	3.2	96.8
West Virginia	3,000	984,500	987,500	100.0			0	0.0	987,500	1.1	28	0.3	99.7
Wisconsin	(680,912)	1,795,414	1,114,502	100.0			0	0.0	1,114,502	1.3	24	-61.1	161.1
Wyoming			0				0		0	0.0	—		
TOTAL	$2,037,244	$81,180,317	$83,217,561		$0	$2,812,936	$2,812,936		$86,030,497	100.0		2.4	97.6
Percent of Total	*2.4*	*97.6*	*96.7*		*0.0*	*100.0*	*3.3*		*100.0*				

TABLE 41

FY 2004 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS BY POPULATION GROUP AND UZA

AREA	# OF VEHS.	JOB ACCESS CAPITAL	Cap %	OPERATING	Op %	TOTAL	JA %	REVERSE COMMUTE CAPITAL	Cap %	OPERATING	Op %	TOTAL	RC %	TOTAL	% of Total
OVER 200,000 POP.															
Akron, OH			0.0	$276,471	100.0	$276,471	100.0					$0	0.0	$276,471	0.3
Baltimore, MD			0.0	445,234	100.0	445,234	24.1		0.0	1,405,359	100.0	1,405,359	75.9	1,850,593	2.2
Birmingham, AL		150,000	100.0		0.0	150,000	100.0					0	0.0	150,000	0.2
Boston, MA-NH-RI			0.0	222,901	100.0	222,901	100.0					0	0.0	222,901	0.3
Chattanooga, TN-GA			0.0	495,335	100.0	495,335	100.0					0	0.0	495,335	0.6
Columbus, OH			0.0	594,403	100.0	594,403	100.0					0	0.0	594,403	0.7
Corpus Christi, TX			0.0	550,000	100.0	550,000	100.0					0	0.0	550,000	0.6
Denver-Aurora, CO			0.0	298,968	100.0	298,968	100.0					0	0.0	298,968	0.3
Detroit, MI	0	31,151	2.0	1,554,865	98.0	1,586,016	100.0					0	0.0	1,586,016	1.8
El Paso, TX-NM		35,000	7.0	462,668	93.0	497,668	100.0					0	0.0	497,668	0.6
Fort Collins, CO			0.0	50,609	100.0	50,609	100.0					0	0.0	50,609	0.1
Illinois			0.0	1,737,076	100.0	1,737,076	100.0					0	0.0	1,737,076	2.0
Indianapolis, IN			0.0	1,000,000	100.0	1,000,000	100.0					0	0.0	1,000,000	1.2
Kansas City, MO-KS			0.0	3,825,277	100.0	3,825,277	100.0					0	0.0	3,825,277	4.4
Knoxville, TN			0.0	743,003	100.0	743,003	100.0					0	0.0	743,003	0.9
Lancaster, PA			0.0	95,000	100.0	95,000	100.0					0	0.0	95,000	0.1
Los Angeles-Long Bch, CA	1	241,926	12.1	1,758,074	87.9	2,000,000	100.0					0	0.0	2,000,000	2.3
Lubbock, TX			0.0	227,854	100.0	227,854	100.0					0	0.0	227,854	0.3
Minneapolis-St. Paul, MN			0.0	990,671	100.0	990,671	100.0					0	0.0	990,671	1.2
Montgomery, AL		200,000	100.0		0.0	200,000	100.0					0	0.0	200,000	0.2
New Jersey			0.0	3,842,843	100.0	3,842,843	100.0					0	0.0	3,842,843	4.5
New York-Newark, NY-NJ-CT		49,500	2.8	1,727,513	97.2	1,777,013	100.0					0	0.0	1,777,013	2.1
Oklahoma City, OK			0.0	2,530,789	100.0	2,530,789	100.0					0	0.0	2,530,789	2.9
Oregon			0.0	247,668	100.0	247,668	100.0					0	0.0	247,668	0.3
Orlando, FL			0.0	198,134	100.0	198,134	100.0					0	0.0	198,134	0.2
Pennsylvania			0.0	60,000	100.0	60,000	100.0					0	0.0	60,000	0.1
Philadelphia, PA-NJ-DE-MD			0.0	85,000	100.0	85,000	100.0					0	0.0	85,000	0.1
Phoenix-Mesa, AZ			0.0	4,744,312	100.0	4,744,312	100.0					0	0.0	4,744,312	5.5
Pittsburgh, PA			0.0	3,962,683	100.0	3,962,683	100.0					0	0.0	3,962,683	4.6
Portland, OR-WA		(80,798)	(13.6)	673,510	113.6	592,712	100.0					0	0.0	592,712	0.7
Rhode Island			0.0	1,399,659	100.0	1,399,659	100.0					0	0.0	1,399,659	1.6
Rochester, NY			0.0	743,445	100.0	743,445	100.0					0	0.0	743,445	0.9
San Antonio, TX			0.0	1,077,850	100.0	1,077,850	100.0					0	0.0	1,077,850	1.3
San Francisco-Oakland, CA			0.0	1,485,898	100.0	1,485,898	100.0					0	0.0	1,485,898	1.7
San Jose, CA			0.0	495,335	100.0	495,335	100.0					0	0.0	495,335	0.6
Seattle, WA		(150,068)	(14.0)	1,225,068	114.0	1,075,000	87.8		0.0	150,000	100.0	150,000	12.2	1,225,000	1.4
Springfield, MA-CT			0.0	451,023	100.0	451,023	100.0					0	0.0	451,023	0.5
Springfield, MO			0.0	358,000	100.0	358,000	100.0					0	0.0	358,000	0.4
St. Louis, MO-IL			0.0	970,197	100.0	970,197	100.0					0	0.0	970,197	1.1
Syracuse, NY			0.0	104,167	100.0	104,167	100.0					0	0.0	104,167	0.1
Tulsa, OK			0.0	736,868	100.0	736,868	100.0					0	0.0	736,868	0.8
Virginia		91,174	100.0		0.0	91,174	100.0					0	0.0	91,174	0.1
Washington		32,779	22.9	110,351	77.1	143,130	100.0					0	0.0	143,130	0.2
Washington, DC-MD-VA		25,000	1.1	2,329,738	98.9	2,354,738	96.6		0.0	83,000	100.0	83,000	3.4	2,437,738	2.8
Wichita, KS	4	40,000	2.8	1,410,000	97.2	1,450,000	100.0					0	0.0	1,450,000	1.7
Wisconsin		(680,912)	(61.1)	1,795,414	161.1	1,114,502	100.0					0	0.0	1,114,502	1.3
SUB-TOTAL	5	($15,248)	(0.0)	$48,093,874	100.0	$48,078,626	96.7	$0	0.0	$1,638,359	100.0	$1,638,359	3.3	$49,716,985	57.8
50,000 - 200,000 POP.															
Abilene, TX			0.0	$448,193	100.0	$448,193	100.0					$0	0.0	$448,193	0.5
Alabama	5	100,000	8.1	1,131,278	91.9	1,231,278	100.0					0	0.0	1,231,278	1.4
Arkansas			0.0	247,815	100.0	247,815	100.0					0	0.0	247,815	0.3
Baltimore, MD			0.0	230,000	100.0	230,000	100.0					0	0.0	230,000	0.3
Bend, OR		13,500	3.9	336,500	96.1	350,000	100.0					0	0.0	350,000	0.4
Binghamton, NY-PA			0.0	247,668	100.0	247,668	100.0					0	0.0	247,668	0.3
Charleston, WV			0.0	150,000	100.0	150,000	100.0					0	0.0	150,000	0.2

TABLE 41

FY 2004 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS BY POPULATION GROUP AND UZA

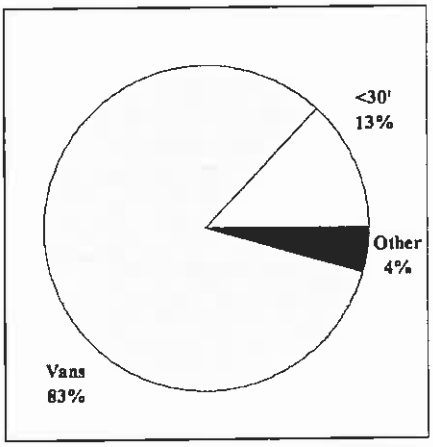
		JOB ACCESS						REVERSE COMMUTE							
AREA	# OF VEHS.	CAPITAL	Cap %	OPERATING	Op %	TOTAL	JA %	CAPITAL	Cap %	OPERATING	Op %	TOTAL	RC %	TOTAL	% of Total
Connecticut			0.0	3,467,348	100.0	3,467,348	100.0					0	0.0	3,467,348	4.0
Flint, MI			0.0	557,584	100.0	557,584	100.0					0	0.0	557,584	0.6
Galveston, TX			0.0	594,403	100.0	594,403	100.0					0	0.0	594,403	0.7
Georgia			0.0	767,770	100.0	767,770	100.0					0	0.0	767,770	0.9
Grand Rapids, MI			0.0	2,118,761	100.0	2,118,761	100.0					0	0.0	2,118,761	2.5
Huntington, WV-KY-OH			0.0	325,000	100.0	325,000	100.0					0	0.0	325,000	0.4
Huntsville, AL		150,000	100.0		0.0	150,000	100.0					0	0.0	150,000	0.2
Iowa		20,000	6.7	280,000	93.3	300,000	100.0					0	0.0	300,000	0.3
Las Vegas, NV			0.0	297,378	100.0	297,378	100.0					0	0.0	297,378	0.3
Maine		47,000	10.0	424,682	90.0	471,682	100.0					0	0.0	471,682	0.5
Maryland			0.0	49,470	100.0	49,470	100.0					0	0.0	49,470	0.1
Medford, OR			0.0	198,134	100.0	198,134	100.0					0	0.0	198,134	0.2
Nashua, NH-MA			0.0	149,302	100.0	149,302	100.0					0	0.0	149,302	0.2
New Jersey	6	769,311	100.0		0.0	769,311	69.3		0.0	341,200	100.0	341,200	30.7	1,110,511	1.3
New York			0.0	821,968	100.0	821,968	100.0					0	0.0	821,968	1.0
North Carolina			0.0	122,000	100.0	122,000	100.0					0	0.0	122,000	0.1
Olympia-Lacey, WA			0.0	279,060	100.0	279,060	100.0					0	0.0	279,060	0.3
Santa Fe, NM	5	75,000	11.9	555,000	88.1	630,000	100.0					0	0.0	630,000	0.7
Springfield, MA-CT			0.0	300,000	100.0	300,000	100.0					0	0.0	300,000	0.3
Syracuse, NY						0	0.0		0.0	495,335	100.0	495,335	100.0	495,335	0.6
Toledo, OH-MI			0.0	573,884	100.0	573,884	100.0					0	0.0	573,884	0.7
Tulsa, OK			0.0	600,000	100.0	600,000	100.0					0	0.0	600,000	0.7
Washington		148,601	34.9	277,000	65.1	425,601	100.0					0	0.0	425,601	0.5
Wenatchee, WA						0	0.0		0.0	263,479	100.0	263,479	100.0	263,479	0.3
West Virginia	1	3,000	0.9	334,500	99.1	337,500	100.0					0	0.0	337,500	0.4
Yakima, WA			0.0	591,739	100.0	591,739	100.0					0	0.0	591,739	0.7
SUB-TOTAL	17	$1,326,412	7.5	$16,476,437	92.5	$17,802,849	94.2	$0	0.0	$1,100,014	100.0	$1,100,014	5.8	$18,902,863	22.0
UNDER 50,000 POP. AND RURAL AREAS															
Alaska		$200,000	25.2	$594,756	74.8	$794,756	94.1		0.0	$49,563	100.0	$49,563	5.9	$844,319	1.0
Burlington, VT			0.0	144,559	100.0	144,559	100.0					0	0.0	144,559	0.2
California						0	0.0		0.0	25,000	100.0	25,000	100.0	25,000	0.0
Fort Collins, CO			0.0	97,355	100.0	97,355	100.0					0	0.0	97,355	0.1
Fort Smith, AR-OK			0.0	115,647	100.0	115,647	100.0					0	0.0	115,647	0.1
Georgia			0.0	400,000	100.0	400,000	100.0					0	0.0	400,000	0.5
Illinois			0.0	83,750	100.0	83,750	100.0					0	0.0	83,750	0.1
Iowa	1	29,000	4.2	661,671	95.8	690,671	100.0					0	0.0	690,671	0.8
Maine			0.0	18,000	100.0	18,000	100.0					0	0.0	18,000	0.0
Maryland			0.0	2,140,291	100.0	2,140,291	100.0					0	0.0	2,140,291	2.5
Massachusetts		$99,067	5.6	1,684,140	94.4	$1,783,207	100.0					0	0.0	1,783,207	2.1
Michigan		2,500	1.7	146,189	98.3	148,689	100.0					0	0.0	148,689	0.2
Missouri			0.0	1,028,939	100.0	1,028,939	100.0					0	0.0	1,028,939	1.2
New Mexico			0.0	594,756	100.0	594,756	100.0					0	0.0	594,756	0.7
New York			0.0	346,735	100.0	346,735	100.0					0	0.0	346,735	0.4
Ohio		(8,026)	(32.1)	33,026	132.1	25,000	100.0					0	0.0	25,000	0.0
Oklahoma			0.0	3,282,516	100.0	3,282,516	100.0					0	0.0	3,282,516	3.8
Phoenix-Mesa, AZ			0.0	323,134	100.0	323,134	100.0					0	0.0	323,134	0.4
Tennessee		152,502	8.3	1,677,183	91.7	1,829,685	100.0					0	0.0	1,829,685	2.1
Washington		251,037	7.6	3,062,359	92.4	3,313,396	100.0					0	0.0	3,313,396	3.9
West Virginia			0.0	175,000	100.0	175,000	100.0					0	0.0	175,000	0.2
SUB-TOTAL	1	$726,080	4.2	$16,610,006	95.8	$17,336,086	99.6	$0	0.0	$74,563	100.0	$74,563	0.4	$17,410,649	20.2
TOTAL	23	$2,037,244	2.4	$81,180,317	97.6	$83,217,561	96.7	$0	0.0	$2,812,936	100.0	$2,812,936	3.3	$86,030,497	100.0

NOTE: The areas are sorted into population categories based on the funding type used, not the actual population of the area. Some areas may be in more than 1 category.

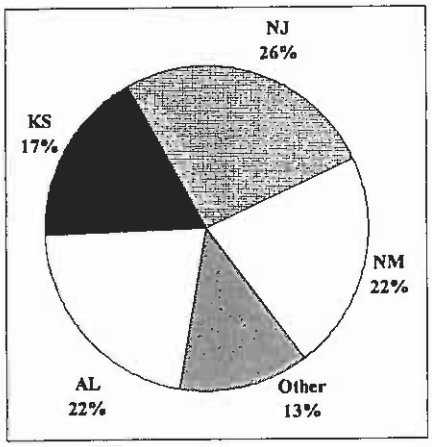
TABLE 42
FY 2004 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES

State / Area	35' - 40' BUS		30' BUS		<30' BUS		COMMUTER / SUBURBAN BUS		USED BUS		VANS		STATION WAGONS & SEDANS		FY 2003 VEHICLE TOTAL	
	#	$	#	$	#	$	#	$	#	$	#	$	#	$	#	$
Alabama											5	100,000			5	100,000
State											5	100,000			5	100,000
California											1	18,000			1	18,000
Los Angeles											1	18,000			1	18,000
Iowa											1	29,000			1	29,000
State											1	29,000			1	29,000
Kansas											4	40,000			4	40,000
Wichita											4	40,000			4	40,000
Michigan											0	13,500			0	13,500
Detroit											0	13,500			0	13,500
New Jersey					3	122,000					3	44,000			6	166,000
State					3	122,000					3	44,000			6	166,000
New Mexico											5	75,000			5	75,000
Santa Fe											5	75,000			5	75,000
West Virginia									1	3,000					1	3,000
State									1	3,000					1	3,000
TOTAL	0	$0	0	$0	3	$122,000	0	$0	1	$3,000	19	$319,500	0	$0	23	$444,500
% of Vehs. by Type	*0.0*		*0.0*		*13.0*		*0.0*		*4.3*		*82.6*		*0.0*		*100.0*	

Vehicle Purchases, by Type (Number of Vehicles)



Vehicle Purchases, by State (Number of Vehicles)



Appendix D

JARC/NF Designated Recipients for Urbanized Areas with Populations of 50,000 to 199,000 and for Non-urbanized Areas

State	FTA Region	Designated Recipient
ALABAMA	4	Alabama Department of Senior Services
ALASKA	10	Alaska Department of Transportation
ARIZONA	9	Arizona Department of Transportation
ARKANSAS	6	Arkansas State Highway and Transportation Department
CALIFORNIA	9	California Department of Transportation
COLORADO	8	Colorado Department of Transportation
CONNECTICUT	1	Connecticut Department of Transportation
DELAWARE	3	Delaware Department of Transportation, Delaware Transit Corporation
FLORIDA	4	Florida Department of Transportation
GEORGIA	4	Georgia Department of Transportation
HAWAII	9	Hawaii Department of Transportation
IDAHO	10	Idaho Transportation Department, Division of Public Transportation
ILLINOIS	5	Illinois Department of Transportation
INDIANA	5	Indiana Department of Transportation
IOWA	7	Iowa Department of Transportation
KANSAS	7	Kansas Department of Transportation
KENTUCKY	4	Kentucky Transportation Cabinet
LOUISIANA	6	Louisiana Department of Transportation
MAINE	1	Maine Department of Transportation
MARYLAND	3	Maryland Transit Administration
MASSACHUSETTS	1	Massachusetts Executive Office of Transportation and Public Works
MICHIGAN	5	Multi-Modal Transportation Services Bureau, Michigan Department of Transportation
MINNESOTA	5	Minnesota Department of Transportation
MISSISSIPPI	4	Mississippi Department of Transportation
MISSOURI	7	Missouri Department of Transportation
MONTANA	8	Montana Department of Transportation
N. MARIANA ISLANDS	9	N/A
NEBRASKA	7	Nebraska Department of Roads
NEVADA	9	Nevada Department of Transportation
NEW HAMPSHIRE	1	New Hampshire Department of Transportation
NEW JERSEY	2	New Jersey Transit
NEW MEXICO	6	New Mexico Department of Transportation
NEW YORK	2	New York State Department of Transportation
NORTH CAROLINA	4	North Carolina Department of Transportation
NORTH DAKOTA	7	North Dakota Department of Transportation
OHIO	5	Ohio Department of Transportation
OKLAHOMA	6	Oklahoma Department of Transportation
OREGON	10	Oregon Department of Transportation
PENNSYLVANIA	3	Pennsylvania Department of Transportation
PUERTO RICO	4	Puerto Rico Highways and Transportation Authority
RHODE ISLAND	1	Rhode Island Department of Transportation
SOUTH CAROLINA	4	South Carolina Department of Transportation
SOUTH DAKOTA	7	South Dakota Department of Transportation
TENNESSEE	4	Tennessee Department of Transportation (or desgnee)
TEXAS	6	Texas Transportation Commission (or designee)
UTAH	8	Utah Department of Transportation
VERMONT	1	Vermont Agency of Transportation
VIRGINIA	3	Transportation District Commission of Hampton Roads (Virginia Beach UZA), Virginia Department of Rail and Public Transportation, City of Charlottsville.
WASHINGTON	10	Washington State Department of Transportation
WEST VIRGINIA	3	West Virginia Department of Transportation/Division of Public Transit
WISCONSIN	5	Wisconsin Department of Transportation
WYOMING	8	Wyoming Department of Transportation

APPENDIX E

2008 Examples

2008 Examples of New Freedom Grants of Under $100,000

Recipient: San Joaquin Regional Transit District (RTD)
Geographic Area Served: San Joaquin County, CA
New Freedom Grant: CA-57-X011
Funding Received: $92,491

- This project will allow RTD to serve as a large urban area One-Stop-Shop coordinator and community liaison. RTD will identify transportation options both public and private throughout San Joaquin County and outlying destination points, train and monitor call center staff, provide staff trainings for local social service, transit and government agencies, and develop a website where residents can access transportation information in a central location. RTD is requesting funds for an initial 2–year period.

Recipient: Valley Regional Transit
Geographic Area Served: Boise Idaho
New Freedom Grant: ID-57-X001
Funding Received: $58,827

- Funds will be used to provide support for mobility management strategies. The project will build coordination among existing public transportation and other transportation providers in Ada and Canyon counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancement of services. Mobility Management strategies will focus on access (land use) integration, technology enhancements, programmatic and informational enhancement and operational enhancements, resulting in efficiencies of existing resources and the expansion and availability of service to the rural, suburban and urban areas of the region.

Recipient: City of Springfield City Utilities
Geographic Area Served: Springfield, MO
New Freedom Grant: MO-57-X003
Funding Received $52,780

- This grant funds the construction of ADA accessibility features at bus stops that would enhance access for the disabled, elderly and non-disabled bus passengers. ADA accessibility pads, sidewalks, and curb-cuts will be constructed and bus benches and bus shelters will be installed.

Recipient: Omaha Metro Area Transit (MAT)
Geographic Area Served: Omaha, NE'
New Freedom Grant: NE-57-X003
Funding Received: $36,346

- This grant allows MAT to provide travel training for both fixed route transit and ADA complementary transit. MAT will provide travel training to individuals who apply to use the system's ADA Complementary Paratransit service as well as to other individuals with disabilities.

Recipient: The Vermont Agency of Transportation (VTRANS)
Geographic Area Served: Rural Vermont
New Freedom Grant: VT-57-X001
Funding Received: $16,000

- The New Freedom program funded the Green Mountain Community Network, Inc. (GMCNI) for a rural Travel Trainer program called "Let's Go". The Let's Go Program trains individuals with disabilities on planning a travel route, executing the plan safely, responding to emergencies or the unexpected, appropriate behavior on the system, embarking and disembarking at the correct location, paying fares, transferring, stranger danger and provides an opportunity to practice these new skills (with proper guidance) to demonstrate 100% mastery in real life situations on the bus. Depending on participant needs there are options for one-on-one intensive education or group orientation. Program partners in addition to GMRSVP include: VT Ctr. for Independent Living, Bennington Project Independence, Council on Aging, United Counseling Service, ROVER, United Way of Bennington County, Bennington County Regional Commission and the VT Agency of Transportation.

- **Examples of New Freedom Grants Between $100,000 and $1 Million**

Recipient: The Oklahoma Department of Transportation (OK DOT)
Geographic Area Served: Rural areas of Oklahoma
New Freedom Grant: OK-57-X001
Funding Received: $589,400

- The project will serve a collaborative of five transit agencies operating in twelve counties in rural Oklahoma. The collaborative proposes to acquire 12 vehicles and equipment designed to accommodate mobility aids that exceed ADA standard dimensions and weight ratings established for common wheelchairs. This project would allow systems to enhance service for the disabled, thus addressing barriers by utilizing mobility aids that exceed ADA requirements. The five projects and their requests are as follows:

Recipient: The Colorado Department of Transportation (CDOT)
Geographic Area Served: small urbanized areas and rural areas in Colorado
New Freedom Grant: CO-57-X002
Funding Received: $449,316

This grant funded the following projects:

- Funds were provided to the Mesa, CO Metropolitan Planning Organization to construct accessible street medians.
- Funds were provided to the Pueblo Senior Resources Development Agency to expand their area of service.
- Funds were provided to the South Central Council of Governments to expand paratransit service from curb-to-curb to door-to-door service.
- Funds were provided to the Southern Ute Community Action program to expand paratransit service from curb-to-curb to door-through-door service.

Recipient: Chatham Area Transit Authority
Geographic Area Served: Savannah, GA
New Freedom Grant: GA-57-X003
Funding Received: $219,614

- This grant allows Chatham Area Transit (CAT) to purchase three wheelchair accessible taxis and lease them to the Coastal Center for Developmental Services (CCDS) who will transport people with disabilities to community-based work opportunities throughout Chatham County, including areas in the periphery of the County that are not yet served by CAT bus service.

Recipient: The Mid-Region Council of Governments
Geographic Area Served: Albuquerque, NM
New Freedom Grant: NM-57-X003
Funding Received: $170,802

- New Freedom funds will be utilized to fund professional services for the development of a mobility management program that includes a one-stop transportation call center and the identification of technologies and life-cycle costing for the coordination of vehicle scheduling, dispatching and monitoring, and the development of a single customer payment system.

Recipient: Butler County Regional Transit Authority
Geographic Area Served: Butler County, OH
New Freedom Grant: OH-57-X011
Funding Received: $168,600

- This grant funds a medical shuttle service to assist people with disabilities traveling to medical appointments and related appointments. A volunteer driver and aide program is funded in conjunction with the shuttle service.

Examples of New Freedom Grants exceeding $1 million

Recipient: The Los Angeles County Metropolitan Transit Administration (LACMTA)
Geographic Area Served: Los Angeles-Long Beach-Santa Ana Metropolitan Area
New Freedom Grant: CA-57-X100
Funding Received: $7,332,574

Funds were awarded for the following projects:

- Funds were provided for the Fiesta Taxi Cooperative, Inc to purchase six accessible taxi vehicles.
- Funds were provided for the Pomona Valley Transportation Authority (PVTA) to offer a three-year pilot program to offer same day ADA complementary paratransit service to people with disabilities and provide service beyond the required service area, and to purchase an ADA-accessible 4-passenger mini van.
- Funds were provided for the City of Los Angeles Department of Transportation to purchase 50 accessible taxis.
- Funds were provided to the Peer Mentor Lifestyle Coach Agency (PKLCA) to expand their peer mentor mobility travel training program to train disabled clients on how to use existing transportation services.
- Funds were provided to the City of Whittier to provide door-to-door ADA complementary paratransitservice and to extend taxi services to the disabled traveling to medical facilities outside the City of Whittier.
- Funds were provided to the Disabled Resource Center, Inc (DRC) to develop a mobility training program to help people with disabilities understand how to use available public transportation services.
- Funds were provided to Access Services, Inc. to study the feasibility of establishing a regional mobility center for Los Angeles County.
- Funds were provided to the City of Los Angeles Department of Aging to purchase 10 accessible vans to provide door-to-door service.
- Funds were provided to the Los Angeles County Area Agency on Aging to prepare a coordination plan with City Departments offering similar transportation to identify transportation gaps for people with disabilities, share resources, and coordinate services.
- Funds were provided to the Jewish Family Service of Los Angeles to expand its volunteer driver program for the areas of LaBrea Park and West Hollywood.

Recipient: New Jersey Transit
Geographic Area Served: Metropolitan Regions in Northern and Southern New Jersey
New Freedom Grant: NJ-57-X001
Funding Received: $6,123,172

Funds were awarded for the South Amboy Station Accessibility Project and the South Jersey Special Service Transit Service Call Center Project.

- The South Amboy Station Accessibility Project involves the construction of center-island high-level platform and appurtenant facility improvements at a station not identified as a key station under the ADA. The new platform will allow for greater access to the South Amboy trains. These improvements will improve customer convenience and provide for safer boarding and deboarding. The improvement will provide greater accessibility for all persons with physical impairments, including persons using wheelchairs and other mobility aids.

- The grant also funds purchase of equipment for the Camden County WorkForce Investment board (CCWIB) to develop a local Travel Management Coordination Center (TMCC) that will use a comprehensive, technology-driven brokerage model to coordinate human services and community transportation services. Funds will also be used to procure an '800' number, and connections to 211, 511 and NJ TRANSIT's Transit information Center. The goal of the TMCC project is to improve the access that persons with disabilities and all customers' have to all local and regional fixed, modified fixed, and demand-response services currently being operated by state, county, and municipal transportation providers, and local non-governmental organizations, including faith-based organizations. The project, which incorporates the goals of the local United We Ride (UWR) planning effort, has received the support of the Delaware Valley Regional Planning Commission (DVRPC), the CCWIB, local elected officials, local and regional transportation providers, and state and local human services agencies.

Recipient: Massachusetts Executive Office of Transportation (EOT)
Geographic Area Served: The State of Massachusetts
New Freedom Grant: MA-57-X011
Funding Received: $1,569,293

Funds were awarded for the following projects:

- Funds were provided to the Brockton Area Transit Authority to increase transportation beyond the ADA Corridor into Avon and Stoughton.
- Funds were provided to the Greater Attleboro-Taunton Regional Transit Authority to increase paratransit hours and area into Plymouth and Kingston, provide travel training for individuals with disabilities, and expand demand-response service for individuals with disabilities to Marshfield and Duxbury.
- Funds were provided to the Town of Acton for an accessible taxi voucher program; extended service hours
- Funds were provided to the North Shore Workforce Investment Board for specialized transportation for workers with disabilities.
- Funds were provided to the Mystic Valley Elder Services for research, planning, and implementation of ITN America-type dispatching model to expand access to transportation for individuals with disabilities.
- Funds were provided to the North Shore Workforce Investment Board for mobility management projects.

- Funds were provided to the Montachusett Regional Transit Authority for new services for clients of MART, including transportation agency bus passes, tickets, and third party swipe cards.
- Funds were provided to the Community Economic Development Center of Southeastern Massachusetts for travel training for individuals with disabilities and low-income workers who have limited English proficiency
- Funds were provided to the Southeastern Regional Transit Authority for Sunday service for individuals with disabilities/unrestricted trip-making and extended hours for ADA paratransit Monday-Saturday.
- Funds were provided to the Martha's Vineyard Regional Transit Authority to expand specialized transit beyond the ADA corridor, both on- and off-island
- Funds were provided to the New England Paralyzed Veterans of America to purchase an accessible vehicle.

Recipient: The Metropolitan Washington Council of Governments (MWCOG)
Geographic Area Served: The Washington DC Metropolitan Region
New Freedom Grant: DC-57-X002
Funding Received: $1,317,000

Funds were awarded for the following projects:

- Funds were provided for the Yellow Cab Company, Liberty Cab Company, and the Mohebbi Group to purchase, maintain and insure wheelchair-accessible taxicabs for a pilot project in the District of Columbia, and to provide driver training and incentives. Funds were also awarded to provide centralized dispatching for the wheelchair accessible cabs and to market the wheelchair accessible cab program.

- Funds were provided for the District of Columbia Office of Aging to provide a certified home care aide to accompany and assist older adults who have a disability to prepare for and to travel to and from medical appointments.

- Funds were provided for the Arlington County, VA and the City of Alexandria, VA to serve agency disabled clients by: 1) providing a home care aide to accompany clients with disabilities to and from medical appointments; 2) providing a mobility management service to help clients with disabilities navigate and coordinate appointments and to make recommendations about the best available transportation services; and 3) providing sensitivity training for cab drivers.

Recipient: The Texas Department of Transportation
Geographic Area Served: Brownsville and Laredo, TX
New Freedom Grant: TX-57-X002
Funding Received: $1,028,853

- Funds were awarded for the City of Brownsville and the City of Laredo to provide accessible paths to bus stops that are currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features. Funds were also awarded to the City of Brownsville and the Panhandle Center for Independent Living for travel training and mobility management projects.